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Journal

of a

Whale Voyage

on board of the

Bark

James
Fellows of

Rowington

Sailed

September

the

21st

1850

Bark. ^{Wm} Bellows. of Torrington.

B. ^{Wm} Bellows, Master,

if you would win a pen of Gold, learn first of all
your pen to hold.

Bark. ^{Wm} Bellows

Sept. 18th 1811

Mr
H. B.

Warrington, Cheshire

Warrington

Sept 21. 1856

E. P. P.

December 1. 1851. i feel very much better. about this time

with 21.50. No long sleep. rest.

Benjamin Franklin Pennington

Saturday Sept. 21. 1850.

at 4 o'clock A.M. got the ship under weigh with a light breeze from the Northward at 8 A.M. discharged the Pilot, steered by the wind to the S. E. at 12 the wind from the Eastward, and light. Long 71° 35'. 15 mil E.

Sunday, Sept. 22.

These 24 hours begin with a light breeze from the E. S. E. at 6 P.M. Montauk bore N. W. by N. 15 miles distance at 8 P.M. tacked ship to the E. S. E. winds about and light. The middle and latter part continuing the same saw 2 or 3 sail. Lat. 40° 55' N. Long. 70° 35' W.

Monday, Sept. 23.

These 24 hours begins with light airs from the Southward ship under all possible sail steering by the wind to the E. S. E. at 8 P.M. tacked ship to the S. W. by W. the middle part continuing much the same. the latter part thick fog, and calms got windings in 38 fathoms say, to haul, at 7 bells fog lit up watches employed in sundry jobs. several sails in sight Lat. 40° 36' N. Long. 70° 48' W.

Tuesday, Sept. 24.

These 24 hours begins with light airs and calms at 4 P.M. had a light air from the Westward at 6 P.M. unbutton the chains, and stowed them below. the middle part light refreshing air from the S. S. E. at 2 A.M. tacked ship to the City S. the latter part thick fog.

Wednesday, Sept. 25.

These 24 hours begins with moderate breeze from the South ship under all sail steering by the wind to the E. S. E. the weather thick. at 6 P.M. tacked ship to the N. by S. at 7 tacked to the S. E. had the wind S. S. W. the middle part continuing much the same at the latter part brisk breeze from the Westward at 10 A.M. wind came to the North. at 12 meridian wind S. S. E. watches employed in various jobs. saw several different sails. so ends

Lat. 39° 53' N. Long. 64° 13' W.

Thursday.

1850.

Wednesday, Sept 26.

this 24 hours begins with strong breeze from the N.E. ship under all sail steering by the wind to the E.S.E. saw 3 sails, Porpoise and Black fish in abundance at 11 A.M. took in fly jib, the middle part brisk breeze from E.N.E. to East. the latter part continuing much the same Lat. 38° 27' N. Long. 66° 02' W.

Friday.

Thursday, Sept 27.

this 24 hours begins with light baffling wind from the E.N.E. to East. with a bad swell on watches employed in ships duty. saw nothing worth remark the middle part continuing much the same the latter light breeze from the Southward. watches employed in sundry jobs Lat. 37° 55' N. Long. 64° 13' W.

Saturday, Sept 28.

this day begins with brisk breeze from the South ship under all possible sail steering E.S.E. at 7 A.M. breeze on deck in fly jib, and top gal. sail at 11. double reef the top sails the middle part continues the same at 4 a.m. wind came to the N.E. set all sail. watches employed as usual Lat. 37° 41' N. Long. 60° 49' W.

Sunday, Sept 29.

this 24 hours begins with brisk breeze from the N.E. ship under all sail steering E.S.E. watches employed in ships duty. saw nothing worth mention the middle and latter parts continuing much the same saw nothing Lat. 37° 11' N. Long. 57° 24' W.

Monday, Sept 30.

this 24 hours begins with fair breeze from the N.E. ship under all sail steering E.S.E. saw nothing the middle part light breeze from the N.E. the latter part baffling wind from N.E. to S.E. at 10 a.m. had the wind from the Southward and squally. steered course E.S.E. watches employed as usual saw nothing.

Lat. 36° 54' N. Long. 55° 19' W.

Tuesday, October 1, 1856.

This day begins with squally weather wind from the S.W. to S. E. accompanied with plenty of rain. Steered course E. S. E. at 7 P.M. took in the light sails, put double reef in the top sail, furled the main sail. The middle part heavy looking weather accompanied with rain and lightning. The latter part cloudy. wind from the N. E. saw a Brigg steering to the Westward.

Wednesday, Oct. 2.

This 24 hours begins with squally weather wind from the N. E. Ship under single reef top sails, steering E. S. E. watches employed as usual. the middle part light breeze from the N. E. the latter part calmy saw nothing. so ends
Lat. $36^{\circ} 11'$ N. Long. $52^{\circ} 13'$ W.

Thursday, Oct. 3.

This 24 hours begins with calmy watches employed filling the boats. at 5 P.M. loosed all 3 boats to practice. saw nothing. the middle part continuing much the same at 4 a.m. had a fine breeze from the S. S. W. Steered course E. S. E. watches employed in sundry jobs. saw nothing
Lat. $36^{\circ} 00'$ N. Long. $51^{\circ} 39'$ W.

Friday, Oct. 4.

This 24 hours begins with fine pleasant breeze from the Southward ship under all possible sail steering E. S. E. saw nothing watches employed as usual. the middle and latter parts brisk breeze from the S. W. ship under all possible sail steering E. S. E. so ends
Lat. $35^{\circ} 45'$ N. Long. $47^{\circ} 12'$ W.

Saturday, Oct. 5.

This 24 hours begins with fine pleasant breeze from the S. S. W. ship under all possible sail steering E. S. E. at 4 P.M. steered S. E. by E. saw a dutch galleot steering to the Westward. the middle part weather continuing much the same steered S. E. the latter part fine pleasant breeze from the S. W. watches employed as usual saw nothing so ends this day page.

Lat. $35^{\circ} 13'$ N. Long. $44^{\circ} 11'$ W.

Sunday Oct. 6.

This 24 hours begins with fine pleasant breeze from S.W. to S. Ship under all possible sail steering S.E. the middle part a little squally. at 4 a.m. a man by the name of Johnson drew his knife on Mr. Myers. the Chief Mate put the man in irons stowed him in the rummer the latter part fine pleasant weather. with passing cloudy steered course S.E. Lat. $34^{\circ} 34' N$.

Monday Oct. 7.

This 24 hours begins with light baffling wind from S.W. to N.W. the weather inclining to be squally. at 6 P.M. sharp lightning and heavy thunder down rain took in the light sails. the middle part light air and calms the latter part continuing much the same. saw nothing. watches employed in ship duty Lat. $33^{\circ} 47' N$. Long. $40^{\circ} 13' W$.

Tuesday Oct. 8.

This 24 hours begins with light air from the N.W. to S.W. Ship under all sail steering course S.E. watches employed regulating the after hole. the middle part light winds accompanied with showers the latter part light breeze from the N.W. to North the weather inclining to be squally. saw nothing watch employ Lat. $33^{\circ} 19' N$. Long. $38^{\circ} 52' W$.

Wednesday Oct. 9.

This 24 hours begins with pleasant breeze from the N.W. Ship under all sail steering S.E. watches employed as usual. saw nothing. at 7 P.M. weather looks squally. the middle and latter parts continuing much the same. saw a piece of spar. watches employed fitting clothing Redoubt. and sundry other jobs. Lat. $33^{\circ} 12' N$. Long. $36^{\circ} 40' W$.

Thursday Oct. 10.

This day begins with fine pleasant breeze from the N.W. Ship under all possible sail steering S.E. watches employed fitting cutting gear. the middle part continuing much the same. the latter part strong breeze accompanied with a heavy sea saw nothing Lat. $30^{\circ} 22' N$. Long. $34^{\circ} 00' W$.

Apr. 1857

Thursday Oct 24

Went to the river with the boat and some friends. The weather was very fine and the water was high. We went to the bridge and saw the old mill. The mill was built in 1780 and was the first of its kind in the country. It was built by the miller and his sons. The mill was used for grinding grain and was very successful. It was the first of its kind in the country and was very successful. It was the first of its kind in the country and was very successful.

Left at 4 P.M. for the bridge at 2 P.M.

Friday Oct 25

Went to the river with the boat and some friends. The weather was very fine and the water was high. We went to the bridge and saw the old mill. The mill was built in 1780 and was the first of its kind in the country. It was built by the miller and his sons. The mill was used for grinding grain and was very successful. It was the first of its kind in the country and was very successful.

Saturday Oct 26

Went to the river with the boat and some friends. The weather was very fine and the water was high. We went to the bridge and saw the old mill. The mill was built in 1780 and was the first of its kind in the country. It was built by the miller and his sons. The mill was used for grinding grain and was very successful. It was the first of its kind in the country and was very successful.

Sunday Oct 27

Went to the river with the boat and some friends. The weather was very fine and the water was high. We went to the bridge and saw the old mill. The mill was built in 1780 and was the first of its kind in the country. It was built by the miller and his sons. The mill was used for grinding grain and was very successful. It was the first of its kind in the country and was very successful.

Monday Oct 28

Went to the river with the boat and some friends. The weather was very fine and the water was high. We went to the bridge and saw the old mill. The mill was built in 1780 and was the first of its kind in the country. It was built by the miller and his sons. The mill was used for grinding grain and was very successful. It was the first of its kind in the country and was very successful.

Left at 4 P.M. for the bridge at 2 P.M.

Wednesday Oct 29. 1886.

Went to the river with the fishing crew from 10:30 to 12:30. All the fish were small and the river was very low. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small.

Thursday Oct 30. 1886.

Went to the river with the fishing crew from 10:30 to 12:30. All the fish were small and the river was very low. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small.

Friday Nov 1. 1886.

Went to the river with the fishing crew from 10:30 to 12:30. All the fish were small and the river was very low. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small.

Saturday Nov 2. 1886.

Went to the river with the fishing crew from 10:30 to 12:30. All the fish were small and the river was very low. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small.

Sunday Nov 3. 1886.

Went to the river with the fishing crew from 10:30 to 12:30. All the fish were small and the river was very low. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small. The water was very muddy and the fish were very small.

Wednesday, Dec. 24.

Went out again with gun and trap line. The weather was all day, and the wind was very strong. The birds were very tame and the traps were very good.

Lat. 38° 58' N. Long. 24° 58' W.

Thursday, Dec. 25.

Went out again with gun and trap line. The weather was all day, and the wind was very strong. The birds were very tame and the traps were very good.

Friday, Dec. 26.

Went out again with gun and trap line. The weather was all day, and the wind was very strong. The birds were very tame and the traps were very good.

Lat. 38° 58' N. Long. 24° 58' W.

Saturday, Dec. 27.

Went out again with gun and trap line. The weather was all day, and the wind was very strong. The birds were very tame and the traps were very good.

Sunday, Dec. 28.

Went out again with gun and trap line. The weather was all day, and the wind was very strong. The birds were very tame and the traps were very good.

Lat. 38° 58' N. Long. 24° 58' W.

... 14th day, 18th ...
... 15th day, 18th ...
... 16th day, 18th ...
... 17th day, 18th ...
... 18th day, 18th ...

... 19th day, 18th ...
... 20th day, 18th ...
... 21st day, 18th ...
... 22nd day, 18th ...
... 23rd day, 18th ...

... 24th day, 18th ...
... 25th day, 18th ...
... 26th day, 18th ...
... 27th day, 18th ...
... 28th day, 18th ...

... 29th day, 18th ...
... 30th day, 18th ...
... 31st day, 18th ...
... 1st day, 19th ...
... 2nd day, 19th ...

... 3rd day, 19th ...
... 4th day, 19th ...
... 5th day, 19th ...
... 6th day, 19th ...
... 7th day, 19th ...

Thursday, Oct. 5th

Clear & sunny day with light breeze from the north. The weather cleared away clouds settling from the north and cloudy in the afternoon. Several showers of rain, and much rain falling during the night. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued.

Lat. 37° 45' N.

Friday, Oct. 6th

Clear & sunny day with light breeze from the north. The weather cleared away clouds settling from the north and cloudy in the afternoon. Several showers of rain, and much rain falling during the night. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued.

Lat. 37° 45' N.

Saturday, Oct. 7th

Clear & sunny day with light breeze from the north. The weather cleared away clouds settling from the north and cloudy in the afternoon. Several showers of rain, and much rain falling during the night. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued. The wind shifted to the southward, and the rain continued. The morning was rather cold, and the rain continued.

Lat. 37° 45' N.

Oct. 8th, 1856

Lat. 37° 45' N.

Lat. 37° 45' N.

Lat. 37° 45' N.

Lat. 37° 45' N.

Lat. 37° 45' N.

Monday, Dec 2.

[illegible]

Dec 2000 - Dec 2001, \hat{q}_t

Wednesday, Dec 27th
 This is a fine day with a fine pleasant breeze from the
 southwest. The temperature is pleasant and the weather is
 calm. The wind is light and the sea is smooth. The
 sun is out and the weather is fine. The temperature is
 pleasant and the weather is calm. The wind is light and
 the sea is smooth. The sun is out and the weather is fine.
 Let us go to the beach and enjoy the view.

Thursday, Dec 28th
 This is a fine day with a fine pleasant breeze from the
 southwest. The temperature is pleasant and the weather is
 calm. The wind is light and the sea is smooth. The
 sun is out and the weather is fine. The temperature is
 pleasant and the weather is calm. The wind is light and
 the sea is smooth. The sun is out and the weather is fine.
 Let us go to the beach and enjoy the view.

Friday, Dec 29th
 This is a fine day with a fine pleasant breeze from the
 southwest. The temperature is pleasant and the weather is
 calm. The wind is light and the sea is smooth. The
 sun is out and the weather is fine. The temperature is
 pleasant and the weather is calm. The wind is light and
 the sea is smooth. The sun is out and the weather is fine.
 Let us go to the beach and enjoy the view.

Saturday, Dec 30th
 This is a fine day with a fine pleasant breeze from the
 southwest. The temperature is pleasant and the weather is
 calm. The wind is light and the sea is smooth. The
 sun is out and the weather is fine. The temperature is
 pleasant and the weather is calm. The wind is light and
 the sea is smooth. The sun is out and the weather is fine.
 Let us go to the beach and enjoy the view.

Let us go to the beach and enjoy the view.

Wednesday, Dec. 1st 1854

Have 24 hours again with a fine glass, some snow, but
no wind, much all possible with a very light breeze, so
the latter part morning at 4 P.M. with a light breeze, with
a snow storm coming in at 5 P.M. a little snow fell, but
nothing like a heavy snow storm, as it is a light snow, and
will melt just about the middle of the day, and will not be
more than 1/2 in. in depth, and will melt, and the weather
will be much better, and the wind will be light, and the
temperature will be about 30° F. at 10 P.M.

Thursday, Dec. 2nd 1854

Have 24 hours again with a fine glass, some snow, but
no wind, much all possible with a very light breeze, so
the latter part morning at 4 P.M. with a light breeze, with
a snow storm coming in at 5 P.M. a little snow fell, but
nothing like a heavy snow storm, as it is a light snow, and
will melt just about the middle of the day, and will not be
more than 1/2 in. in depth, and will melt, and the weather
will be much better, and the wind will be light, and the
temperature will be about 30° F. at 10 P.M.

Friday, Dec. 3rd

Have 24 hours again with a fine glass, some snow, but
no wind, much all possible with a very light breeze, so
the latter part morning at 4 P.M. with a light breeze, with
a snow storm coming in at 5 P.M. a little snow fell, but
nothing like a heavy snow storm, as it is a light snow, and
will melt just about the middle of the day, and will not be
more than 1/2 in. in depth, and will melt, and the weather
will be much better, and the wind will be light, and the
temperature will be about 30° F. at 10 P.M.

Saturday, Dec. 4th

Have 24 hours again with a fine glass, some snow, but
no wind, much all possible with a very light breeze, so
the latter part morning at 4 P.M. with a light breeze, with
a snow storm coming in at 5 P.M. a little snow fell, but
nothing like a heavy snow storm, as it is a light snow, and
will melt just about the middle of the day, and will not be
more than 1/2 in. in depth, and will melt, and the weather
will be much better, and the wind will be light, and the
temperature will be about 30° F. at 10 P.M.

Wednesday Jan 18 1857

Have all been busy with a few small things from the business. Ship accounts all settled and all business done by the 1st of January. The business has continued much the same as the winter but with many from the business and many more in business than in the winter.

Thurs 19th Jan 1857

Thursday Jan 19

Have all been busy with a few small things from the business. Ship accounts all settled and all business done by the 1st of January. The business has continued much the same as the winter but with many from the business and many more in business than in the winter.

Thurs 19th Jan 1857

Friday Jan 20

Have all been busy with a few small things from the business. Ship accounts all settled and all business done by the 1st of January. The business has continued much the same as the winter but with many from the business and many more in business than in the winter.

Thurs 19th Jan 1857

Saturday Jan 21

Have all been busy with a few small things from the business. Ship accounts all settled and all business done by the 1st of January. The business has continued much the same as the winter but with many from the business and many more in business than in the winter.

Thurs 19th Jan 1857

Sunday Jan 22

Have all been busy with a few small things from the business. Ship accounts all settled and all business done by the 1st of January. The business has continued much the same as the winter but with many from the business and many more in business than in the winter.

Thurs 19th Jan 1857

Wednesday - 1st May 1884

Time 24 hours before with fine pleasant breeze from the
S.W. & S. wind all day & night. The morning light was
very bright of the bright morning, the night was very
the night was very pleasant. The morning was very
pleasant from the morning breeze. The night was
very pleasant from the morning breeze.

Thursday - 2nd May 1884

Time 24 hours before with fine pleasant breeze from the
S.W. & S. wind all day & night. The morning light was
very bright of the bright morning, the night was very
the night was very pleasant. The morning was very
pleasant from the morning breeze. The night was
very pleasant from the morning breeze.

Friday - 3rd May 1884

Time 24 hours before with fine pleasant breeze from the
S.W. & S. wind all day & night. The morning light was
very bright of the bright morning, the night was very
the night was very pleasant. The morning was very
pleasant from the morning breeze. The night was
very pleasant from the morning breeze.

Saturday - 4th May 1884

Time 24 hours before with fine pleasant breeze from the
S.W. & S. wind all day & night. The morning light was
very bright of the bright morning, the night was very
the night was very pleasant. The morning was very
pleasant from the morning breeze. The night was
very pleasant from the morning breeze.

Sunday - 5th May 1884

Workshop 2: 2.1.1, 2.1.2

[illegible]

Friday, June 24.

$$x, a, b, c, d, e, f, g, h, i, j, k, l, m, n, o, p, q, r, s, t, u, v, w, x, y, z, A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818$$

Myrica. No. 25.

Saturday, Dec. 25.

Alcedo. 1873-81.

Wednesday, Jan. 28, 1889

Clear & sunny with strong wind from the N.W. at 10 A.M. the wind shifted to the S.W. & the sun came out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out.

Thursday, Jan. 29

Clear & sunny with strong wind from the N.W. at 10 A.M. the wind shifted to the S.W. & the sun came out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out.

Friday, Jan. 30

Clear & sunny with strong wind from the N.W. at 10 A.M. the wind shifted to the S.W. & the sun came out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out.

Saturday, Jan. 31

Clear & sunny with strong wind from the N.W. at 10 A.M. the wind shifted to the S.W. & the sun came out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out. The wind was strong but in the fore P.M. it was from the N.W. & the sun was out.

Jan. 31, 1889

Wednesday. - Fair, 8. 6

Friday, Dec. 2.

[illegible]

Labridae *For. d. 5*

The
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Monday, Feb. 11, 1851.

Went to shore before with fine pleasant breeze from the
land. Wind moderate and sail hoisted at 10 o'clock. Arrived at
Bark Castle, Harbourside, in company, the breeze
just rising but the sea was not very heavy. Some of the
ships under our command were showing at 10 o'clock
employed repairing for 10 o'clock. Bark Castle, in company.

Lat. 48° 46' N. Long. 171° 33' W. Time 17h 45m.

Tuesday, Feb. 12.

Went to shore before with fine pleasant breeze from
the S.W. ship under all possible sail. Arrived at 10 o'clock
under employed repairing for 10 o'clock. Bark Castle, in
sight. The weather part of the afternoon much the same
the breeze part fine pleasant breeze from S.W. blowing
at 10 o'clock. Capt. Oliver came on board.

Lat. 48° 46' N. Long. 171° 33' W. Time 17h 45m.

Wednesday, Feb. 13.

Went to shore before with light breeze from the S.W. the
ship under all possible sail. Arrived at 10 o'clock
in company with Bark Castle. The weather part of the
afternoon much the same. The breeze part light breeze from the S.W. the
under employed repairing under sail. Arrived at 10 o'clock.

Lat. 48° 46' N. Long. 171° 33' W.

Thursday, Feb. 14.

Went to shore before with light breeze from the S.W. the
ship under all possible sail. Arrived at 10 o'clock
by 10 o'clock. The weather part of the afternoon much the same.
The breeze part light breeze from the S.W. the under employed
repairing under sail. Arrived at 10 o'clock.

Lat. 48° 46' N. Long. 171° 33' W.

Friday, Feb. 15.

Went to shore before with light breeze from the S.W. the
ship under all sail. Arrived at 10 o'clock. The weather part of the
afternoon much the same. The breeze part light breeze from the S.W. the
under employed repairing under sail. Arrived at 10 o'clock.

Lat. 48° 46' N. Long. 171° 33' W.

Thursday Feb. 20. 1846

Wind & waves began with a squally weather from all points of the compass, accompanied with an occasional rain and but very little wind. At 10 AM. saw a sail bearing East & followed but lost sight of her at 1 PM. when from the North the weather put light & sunny with passing squalls. Ship under all sail steering N. 1/2 E.

Lat. 8° 44' N. Long. 175° 47' W.

Friday Feb. 21.

Wind & waves began with a fine pleasant breeze from the Eastward ship under all sail steering N. 1/2 E. At 1 PM. saw a ship in sight & watched & followed her. She bore E. by S. sail. Saw nothing, at 4 PM. shared N. 1/2 E. the weather and in the part fine pleasant breeze from the East to N. E. watched & employed in ship duty.

Lat. 8° 45' N. Long. 176° 41' W.

Saturday Feb. 22.

Wind & waves began with a fine pleasant breeze from the N. E. ship under all sail steering N. 1/2 E. At 1 PM. saw a ship in sight & watched & followed her. She bore E. by S. sail. Saw nothing, at 4 PM. shared N. 1/2 E. the weather and in the part fine pleasant breeze from the East to N. E. watched & employed in ship duty.

Lat. 8° 45' N. Long. 176° 41' W.

Sunday Feb. 23.

Wind & waves began with light to fair wind from the N. E. the weather cloudy & watches employed at anchor. Saw nothing, at 1 PM. put under way & bore from the N. E. the later part fine pleasant breeze from the same quarter ship under all sail. Steering course N. 1/2 E. saw nothing, watches employed in ship duty.

Lat. 8° 46' N. Long. 176° 41' W.

Monday Feb. 24.

Wind & waves began with fine pleasant breeze from the N. E. ship under all sail. Steering to the wind to the N. E. the weather and in the part fine pleasant breeze from the same quarter ship under all sail. Steering course N. 1/2 E. saw nothing, watches employed in ship duty.

Lat. 8° 46' N. Long. 176° 41' W.

Tuesday Feb 23, 1881

There is some fog in the night, but the sun is out in the afternoon. The weather is very pleasant. The wind is from the south. The water is very calm. The fish are very good. The birds are very noisy. The children are very happy. The old man is very wise. The new man is very kind. The doctor is very good. The teacher is very strict. The farmer is very hardworking. The soldier is very brave. The sailor is very adventurous. The merchant is very rich. The king is very powerful. The queen is very beautiful. The prince is very handsome. The princess is very graceful. The knight is very brave. The wizard is very powerful. The witch is very evil. The vampire is very scary. The ghost is very creepy. The monster is very scary. The dragon is very powerful. The unicorn is very beautiful. The phoenix is very rare. The griffin is very mythical. The mermaid is very beautiful. The troll is very scary. The goblin is very mischievous. The elf is very magical. The fairy is very beautiful. The pixie is very mischievous. The sprite is very magical. The gnomes are very small. The dwarves are very strong. The giants are very tall. The ogres are very scary. The trolls are very mischievous. The dragons are very powerful. The phoenixes are very rare. The unicorns are very beautiful. The griffins are very mythical. The mermaids are very beautiful. The trolls are very scary. The goblins are very mischievous. The elves are very magical. The fairies are very beautiful. The pixies are very mischievous. The sprites are very magical. The gnomes are very small. The dwarves are very strong. The giants are very tall. The ogres are very scary. The trolls are very mischievous.

Wednesday Feb 24

There is some fog in the night, but the sun is out in the afternoon. The weather is very pleasant. The wind is from the south. The water is very calm. The fish are very good. The birds are very noisy. The children are very happy. The old man is very wise. The new man is very kind. The doctor is very good. The teacher is very strict. The farmer is very hardworking. The soldier is very brave. The sailor is very adventurous. The merchant is very rich. The king is very powerful. The queen is very beautiful. The prince is very handsome. The princess is very graceful. The knight is very brave. The wizard is very powerful. The witch is very evil. The vampire is very scary. The ghost is very creepy. The monster is very scary. The dragon is very powerful. The unicorn is very beautiful. The phoenix is very rare. The griffin is very mythical. The mermaid is very beautiful. The troll is very scary. The goblin is very mischievous. The elf is very magical. The fairy is very beautiful. The pixie is very mischievous. The sprite is very magical. The gnomes are very small. The dwarves are very strong. The giants are very tall. The ogres are very scary. The trolls are very mischievous.

Thursday Feb 25

There is some fog in the night, but the sun is out in the afternoon. The weather is very pleasant. The wind is from the south. The water is very calm. The fish are very good. The birds are very noisy. The children are very happy. The old man is very wise. The new man is very kind. The doctor is very good. The teacher is very strict. The farmer is very hardworking. The soldier is very brave. The sailor is very adventurous. The merchant is very rich. The king is very powerful. The queen is very beautiful. The prince is very handsome. The princess is very graceful. The knight is very brave. The wizard is very powerful. The witch is very evil. The vampire is very scary. The ghost is very creepy. The monster is very scary. The dragon is very powerful. The unicorn is very beautiful. The phoenix is very rare. The griffin is very mythical. The mermaid is very beautiful. The troll is very scary. The goblin is very mischievous. The elf is very magical. The fairy is very beautiful. The pixie is very mischievous. The sprite is very magical. The gnomes are very small. The dwarves are very strong. The giants are very tall. The ogres are very scary. The trolls are very mischievous.

Friday Feb 26

There is some fog in the night, but the sun is out in the afternoon. The weather is very pleasant. The wind is from the south. The water is very calm. The fish are very good. The birds are very noisy. The children are very happy. The old man is very wise. The new man is very kind. The doctor is very good. The teacher is very strict. The farmer is very hardworking. The soldier is very brave. The sailor is very adventurous. The merchant is very rich. The king is very powerful. The queen is very beautiful. The prince is very handsome. The princess is very graceful. The knight is very brave. The wizard is very powerful. The witch is very evil. The vampire is very scary. The ghost is very creepy. The monster is very scary. The dragon is very powerful. The unicorn is very beautiful. The phoenix is very rare. The griffin is very mythical. The mermaid is very beautiful. The troll is very scary. The goblin is very mischievous. The elf is very magical. The fairy is very beautiful. The pixie is very mischievous. The sprite is very magical. The gnomes are very small. The dwarves are very strong. The giants are very tall. The ogres are very scary. The trolls are very mischievous.

Saturday Feb 27

Sunday Feb 28

at the house

at the house

at the house

at the house

Monday, August 24th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Lat. 26° 30' N. Long. 151° 45' W.

Tuesday, August 25th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Lat. 26° 30' N. Long. 151° 45' W.

Wednesday, August 26th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Lat. 26° 30' N. Long. 151° 45' W.

Thursday, August 27th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Lat. 26° 30' N. Long. 151° 45' W.

Friday, August 28th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Lat. 26° 30' N. Long. 151° 45' W.

Saturday, August 29th 1863

These 24 hours began with light breeze from the E. S. E. blowing with light rain. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued. The wind shifted to the S. E. and the rain continued.

Wednesday, April 11th

Went to the river with some other people. The water was very high, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong.

Thursday, April 12th

Went to the river with some other people. The water was very high, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong.

Friday, April 13th

Went to the river with some other people. The water was very high, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong.

Left at 10 o'clock. Long, 10 miles.

Saturday, April 14th

Went to the river with some other people. The water was very high, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong. We went down the river for some miles, and then turned back. The water was very muddy, and the current was very strong.

Left at 10 o'clock. Long, 10 miles.

Monday April 27. 1888

Wind strong from the N. W. with rain and hail. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M.

Tuesday April 28.

Wind strong from the N. W. with rain and hail. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M.

Wednesday April 29.

Wind strong from the N. W. with rain and hail. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M.

Thursday April 30.

Wind strong from the N. W. with rain and hail. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M. The rain has been falling since 10 A.M. and will continue until 10 P.M.

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Yonkers, N.Y., 26. Apr. 1884

Dear Mr. Brewster, I have just received your letter of the 24th inst. and am glad to hear from you. I am well and hope these few lines will find you the same. I have been very busy lately, but I have managed to find some time to write you. I have been thinking of you very much lately, and I hope you are doing well. I have been very busy lately, but I have managed to find some time to write you. I have been thinking of you very much lately, and I hope you are doing well.

Yours very truly,
J. A. Allen

I have just received your letter of the 24th inst. and am glad to hear from you. I am well and hope these few lines will find you the same. I have been very busy lately, but I have managed to find some time to write you. I have been thinking of you very much lately, and I hope you are doing well. I have been very busy lately, but I have managed to find some time to write you. I have been thinking of you very much lately, and I hope you are doing well.

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Q. 11.

St. Isaac.
Lecorday.

There is some fine white pine plant near the Mill,
which is not at all like the dark staining of the wood to the
S. W. E. where the dark stain seems to be almost entirely
red brown - the wood plant seems to be a small one, and
the pollen plant very common with the dark stain - some
white stain with dark staining of the wood to the S. W. E.
L. H. & W. H. 17th St. N. Y.

The 1st of June began with a light rain and continued
 until about 10 A.M. when it cleared away and
 brightened. The ground is now very dry and
 the water in the ponds is very low. The
 weather is now very hot and the sun is
 very bright. The ground is now very dry and
 the water in the ponds is very low.

June 20. Large sailing with light winds and some
 rain. S. S. ship occasionally, but nothing for the moment.
 The other ship was not visible until the morning, the rain
 and darkness being the reason the ship being lost.
 weather is now clear. Light and wind. Ship lost.
 S. S. ship. Large sailing ship. Ship lost.
 S. S. ship. Large sailing ship. Ship lost.

[illegible][illegible]

Wednesday Sept. 18.

Monday, May 14.

Wednesday, May 20.

in Feb^y 84-20, in Aug^y 179-50 C.

1844. 1845.

1) 1)

Monday May 25. 1886

At 10 hours began with a light breeze from the
S.W. ship under all sail steering by the wind
to the N.W. the weather thick at 11 A.M.
light upon a little ship in sight the wind fresh
and under the same. The latter part thick fog, ship
under all sail steering E.S.E.

Tuesday May 26.

At 10 hours began with moderate breeze from the
S.W. ship under all sail steering E.S.E. saw
nothing the weather thick at 11 A.M. the weather
looked bad and heavy, took in the light sails, let
down the main sheet the middle land down under the
latter part moderate and thick fog at 1 P.M. started
up north at 11 A.M. into the ice at 12 noon thick
fog and down the N.W.

Wednesday May 27.

At 10 hours began with light wind from the
S.W. the weather thick at 1 P.M. light upon a little
the ice in from the ice, and I ran into the ice
about in thick snow storm, hauled off to the
S.W. at 11 A.M. took breaks away a little. The wind
under clear the latter part cloudy at 4 P.M. spoke ship
Hercules of N. York. Tow. came on board. Started
of the minor to the S.W. by E. saw nothing thick fog
at 11 A.M. at 11 A.M. Tow. 17 1/2 50 N.

Thursday May 28

At 10 hours began with thick breeze from
the S.W. ship under all sail steering by the wind
to the N.W. at 1 P.M. under thick to the S.W. took
in the light sails, ship started in company in thick
and latter part thick and down down at 11 A.M.
light upon a little ship in sight the wind fresh
and under the same, spoke ship Clarion of
N. York at 1 P.M. under with thick fog
and down.

At 11 A.M.

Wednesday 17th Nov 1845

These 24 hours begins with a light breeze from the S.W. and light fog, but at 10 o'clock the weather changes, the light fog is blown away and a heavy rain commences with strong wind from the S.W. and the rain continues till 4 o'clock when it ceases.

Thursday 18th Nov 1845

These 24 hours begins with a light breeze from the S.W. and light fog, but at 10 o'clock the weather changes, the light fog is blown away and a heavy rain commences with strong wind from the S.W. and the rain continues till 4 o'clock when it ceases.

Friday 19th Nov 1845

These 24 hours begins with a light breeze from the S.W. and light fog, but at 10 o'clock the weather changes, the light fog is blown away and a heavy rain commences with strong wind from the S.W. and the rain continues till 4 o'clock when it ceases.

Saturday 20th Nov 1845

These 24 hours begins with a light breeze from the S.W. and light fog, but at 10 o'clock the weather changes, the light fog is blown away and a heavy rain commences with strong wind from the S.W. and the rain continues till 4 o'clock when it ceases.

Sunday 21st Nov 1845

These 24 hours begins with a light breeze from the S.W. and light fog, but at 10 o'clock the weather changes, the light fog is blown away and a heavy rain commences with strong wind from the S.W. and the rain continues till 4 o'clock when it ceases.

At 10 o'clock the rain ceases and the sun appears.

Wednesday, March 2, 1854.

Run at 10 miles, began with light breeze from the
north. Ship under white sail, sails were hoisted up at 10
miles. At 12 miles, hauled in, in company with several
other ships. The weather being, the middle part continued
to blow. The ship sailed light, and by 10 miles, sails
of ship in sight. At 10 miles, in fact light breeze. At
10 miles, the ship hauled in. spoke being hauled
at 10 miles. The ship sailed at 10 miles.

Thursday, March 3, 1854.

Run at 10 miles, began with light breeze from the north.
At 10 miles, hauled in, in company with several other ships.
The ship sailed light, and by 10 miles, sails
of ship in sight. At 10 miles, in fact light breeze. At
10 miles, the ship hauled in. spoke being hauled
at 10 miles. The ship sailed at 10 miles.

Friday, March 4, 1854.

Run at 10 miles, began with light breeze from the
north. Ship under white sail, sails were hoisted up at 10
miles. At 12 miles, hauled in, in company with several
other ships. The weather being, the middle part continued
to blow. The ship sailed light, and by 10 miles, sails
of ship in sight. At 10 miles, in fact light breeze. At
10 miles, the ship hauled in. spoke being hauled
at 10 miles. The ship sailed at 10 miles.

Saturday, March 5, 1854.

Run at 10 miles, began with light breeze from the
north. Ship under white sail, sails were hoisted up at 10
miles. At 12 miles, hauled in, in company with several
other ships. The weather being, the middle part continued
to blow. The ship sailed light, and by 10 miles, sails
of ship in sight. At 10 miles, in fact light breeze. At
10 miles, the ship hauled in. spoke being hauled
at 10 miles. The ship sailed at 10 miles.

17.

Wednesday, Dec. 11, 1841.

Wind 23 hours began with light breeze and on land
sailing, at 10 o'clock in sight at 10 a.m. light breeze from
the south. Sailed in fore the wind, at 1 a.m.
steered along with fine pleasant weather a number
of ships in sight and saw a number of the birds flying
about by the wind in the air.

Thursday, Dec. 12.

Wind 23 hours began with light breeze from the
west & ship in sight at 10 a.m. light breeze from
the south with the breeze up at 10. Ship steered in
company with 4 other ships, at 10 a.m. on board
steered in the breeze to the wind with the lead
quadrant at 10, at 11 light up a little more ship to
the west at the distance of the east at 12 o'clock
a m. steered 10 a.m. ship sailing in the shape of the
S. N. 1st Dec. Long 178° 30'.

Friday, Dec. 13.

Wind 23 hours began with light breeze from the
S. E. at 10 a.m. ship sailed up south. Land,
in sight at 10 a.m. the ship a ship at 10 a.m.
to windward quick, toward 2 boats and a hired
at 10 a.m. on board a plenty of ships in sight
at 10 a.m. to the wind with lead quadrants at 10. The
weather this is most stormy during the latter part
ship began from the 10 a.m. steered in fore the land
at 10 a.m. ship sailing with light breeze at
at 10 a.m. ship sailing with light breeze.

Saturday, Dec. 14.

Wind 23 hours began with fresh gale from the S. E. ship under
both sails ship sailing off and on the land
saw several boats and several ships. The weather
but stormy strong and very rapid. The latter part
of the day and fresh gale from the S. E.
at 10 a.m. ship under both sails ship sailing
at 10 a.m. ship sailing with light breeze.

185
178° 30'

Wednesday, 17th May 1856
This morning being with a light breeze from the N.W. with
much rain & high sea. The wind at 10 AM. was N.W. but soon
blew out strong, and by 1 PM. was N.E. & at last the wind
was from the S.W. continuing this way during the day. The
ship arrived at noon.

Thursday, 18th May 1856
This day being again with a light breeze from the
N.W. with much rain & high sea. The wind at 10 AM. was N.W. but soon
blew out strong, and by 1 PM. was N.E. & at last the wind
was from the S.W. continuing this way during the day. The
ship arrived at noon.

Friday, 19th May 1856
This day being again with a light breeze from the
N.W. with much rain & high sea. The wind at 10 AM. was N.W. but soon
blew out strong, and by 1 PM. was N.E. & at last the wind
was from the S.W. continuing this way during the day. The
ship arrived at noon.

Saturday, 20th May 1856
This day being again with a light breeze from the
N.W. with much rain & high sea. The wind at 10 AM. was N.W. but soon
blew out strong, and by 1 PM. was N.E. & at last the wind
was from the S.W. continuing this way during the day. The
ship arrived at noon.

1/2

[illegible]

There is more stone in the substrate which when the strata
uncompacted with their pebbles and boulders are exposed showing
up in the main block. This weathered surface may be, however
appearing but the surface is in fact a main area
of the with their pebbles and boulders over a rougher of
stone around it. This is the surface the color is white, the
employed character is here.

Then it came before with an air and high
 given a number of double top boats & came to the
 to come after them - ship into the edge of the
 the middle part but a - a big wind was
 to about 15. The latter and so we were sailing
 about for a while. and then the
 and so we were in the air -

[illegible]

24. Oct. 11, 1905. 175-20, 100

Wednesday, July 21st 1851.

Begin with a light variable wind from the North and
breeze. A small sailing ship arrived from the
North. The weather was calm and the sea was
smooth. The ship arrived at 10 o'clock and
was anchored in the harbor. The ship was
a small sailing ship and was from the North.
The ship arrived at 10 o'clock and was anchored
in the harbor. The ship was a small sailing ship
and was from the North.

Thursday, July 22nd.

Begin with a light variable wind from the North and
breeze. A small sailing ship arrived from the
North. The weather was calm and the sea was
smooth. The ship arrived at 10 o'clock and
was anchored in the harbor. The ship was
a small sailing ship and was from the North.
The ship arrived at 10 o'clock and was anchored
in the harbor. The ship was a small sailing ship
and was from the North.

Friday, July 23rd.

Begin with a light variable wind from the North and
breeze. A small sailing ship arrived from the
North. The weather was calm and the sea was
smooth. The ship arrived at 10 o'clock and
was anchored in the harbor. The ship was
a small sailing ship and was from the North.
The ship arrived at 10 o'clock and was anchored
in the harbor. The ship was a small sailing ship
and was from the North.

Saturday, July 24th.

Begin with a light variable wind from the North and
breeze. A small sailing ship arrived from the
North. The weather was calm and the sea was
smooth. The ship arrived at 10 o'clock and
was anchored in the harbor. The ship was
a small sailing ship and was from the North.
The ship arrived at 10 o'clock and was anchored
in the harbor. The ship was a small sailing ship
and was from the North.

At 11 o'clock.

Friday July 25. 1851

Left at 10 o'clock with the mail boat for
New York. The weather was very fine and
the wind was light. We arrived at New York
at 11 o'clock. The boat was very comfortable
and the crew were very kind. We had a
good dinner at 12 o'clock. The weather was
very fine and the wind was light. We
arrived at New York at 11 o'clock. The boat
was very comfortable and the crew were very
kind. We had a good dinner at 12 o'clock.

Saturday July 26.

Remained in New York. The weather was
very fine and the wind was light. We
arrived at New York at 11 o'clock. The boat
was very comfortable and the crew were very
kind. We had a good dinner at 12 o'clock.
The weather was very fine and the wind was
light. We arrived at New York at 11 o'clock.
The boat was very comfortable and the crew
were very kind. We had a good dinner at
12 o'clock.

Sunday July 27.

Left New York at 10 o'clock. The weather
was very fine and the wind was light. We
arrived at New York at 11 o'clock. The boat
was very comfortable and the crew were very
kind. We had a good dinner at 12 o'clock.
The weather was very fine and the wind was
light. We arrived at New York at 11 o'clock.
The boat was very comfortable and the crew
were very kind. We had a good dinner at
12 o'clock.

Monday July 28.

Left New York at 10 o'clock. The weather
was very fine and the wind was light. We
arrived at New York at 11 o'clock. The boat
was very comfortable and the crew were very
kind. We had a good dinner at 12 o'clock.
The weather was very fine and the wind was
light. We arrived at New York at 11 o'clock.
The boat was very comfortable and the crew
were very kind. We had a good dinner at
12 o'clock.

Tuesday July 29.

Left New York at 10 o'clock. The weather
was very fine and the wind was light. We
arrived at New York at 11 o'clock. The boat
was very comfortable and the crew were very
kind. We had a good dinner at 12 o'clock.
The weather was very fine and the wind was
light. We arrived at New York at 11 o'clock.
The boat was very comfortable and the crew
were very kind. We had a good dinner at
12 o'clock.

3

Wednesday July 26. 1861.

Went to sea with strong breeze from the N.W. on
arrived at the Cape of Good Hope. The weather
was calm with a strong sea breeze. At 10 AM. some rain fell
at 12 noon the sun shone. The middle part of the day was
fine, and strong sail, but the ship was rather deep in
the water - but everything went the same as before. Wind
and heavy. At 4 PM.

Thursday July 27.

Went to sea with strong breeze from the N.W. on
arrived at the Cape of Good Hope. The weather
was calm with a strong sea breeze. At 10 AM. some rain fell
at 12 noon the sun shone. The middle part of the day was
fine, and strong sail, but the ship was rather deep in
the water - but everything went the same as before. Wind
and heavy. At 4 PM.

Friday August 1.

Went to sea with strong breeze from the N.W. on
arrived at the Cape of Good Hope. The weather
was calm with a strong sea breeze. At 10 AM. some rain fell
at 12 noon the sun shone. The middle part of the day was
fine, and strong sail, but the ship was rather deep in
the water - but everything went the same as before. Wind
and heavy. At 4 PM.

Saturday August 2.

Went to sea with strong breeze from the N.W. on
arrived at the Cape of Good Hope. The weather
was calm with a strong sea breeze. At 10 AM. some rain fell
at 12 noon the sun shone. The middle part of the day was
fine, and strong sail, but the ship was rather deep in
the water - but everything went the same as before. Wind
and heavy. At 4 PM.

Sunday August 3.

Went to sea with strong breeze from the N.W. on
arrived at the Cape of Good Hope. The weather
was calm with a strong sea breeze. At 10 AM. some rain fell
at 12 noon the sun shone. The middle part of the day was
fine, and strong sail, but the ship was rather deep in
the water - but everything went the same as before. Wind
and heavy. At 4 PM.

Saturday Aug. 9. 1861.

[illegible]

Evening, Sep. 4. M.

Then 24 hours lay in a light sailing west from the
S. E. the weather cleared and began to blow plenty of
breeze faster, at 4 P.M. covered land and cleared
them. No fog, at 8 P.M. saw the land bearing to
the left S. by the Eastward. The wind set in at midnight
the latter part of the night the wind from S. E. to S. W.
bore in higher the S. S. W. by S. 104 S. E.

Monday, Aug. 4.

Their 2d. hour began with a moderate breeze from the E.E.
 The evening cloudy, with heavy dense clouds. Shift moderate all
 night steering to the wind to the E. & N.E. at 6 P.M. shifted ship
 to the N. & E. The middle part continues much the same. The
 2d. hour past mid day, winds from E. & E. S. E. Shift moderate all night
 & they continued the same.

Thursday, June 6th, 1884.

Had a long fight with a hurricane here from the N.E.
 the weather cloudy and windy, but under all this blowing
 by the wind to the N.E. the boat was broken. The weather
 first wind from the Eastward the weather then and during
 the day but light winds from the South-west with
 dark evening weather but under all this blowing N.E. the
 boat was broken.

Wednesday, Aug. 15.

These St. Louis papers with light wind from the eastward
the weather cloudy and fair at times - Day under all
and evening light. In middle and afternoon
breeze to rise & rain falling at 4 P.M. - Wind S. W. S. W.
but weather thick by 4 P.M. - much from the E. N. E.

6 mols. H_2SO_4 and 1000

— 10 —

1870

Wednesday Sept 7th 1851

Wind & waves began with moderate wind from the N.W. & began to blow strong with little fog and heavy swell. Light weather all day blowing by the wind from E. to S.W. & the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W.

Thursday Sept 8th

Wind & waves began with light blowing under from the N.W. & the ship under all sail during E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W.

Friday Sept 9th

Wind & waves began with light air from the N.W. & the ship under all sail during E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W.

Saturday Sept 10th

Wind & waves began with strong breeze from the N.W. & the ship under all sail during E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W. the weather was calm & the waves were not much light at the end of the day. Ship under all sail evening E. & S.W.

Sept 11th

Sept 12th

Wednesday Sept 11. 1888

There is some rain with much cold from the N.W. which is accompanied by high winds blowing in the wind to the N.W. and a number of people are in the city, and both the winds and rain are increasing. The wind is blowing at 4 a.m. with a high tide and some rain. The wind is blowing hard and fast, rain is falling. The water has begun to rise and there is some rain at 11 a.m. wind shifts to the N.W. and the rain continues to come down.

Thursday Sept 12.

There is some rain with moderate winds from the N.W. the weather is high and rainy, with a heavy cloud over the water. The wind is blowing from the N.W. and the rain is falling. The wind is blowing at 11 a.m. with a high tide and some rain. The wind is blowing hard and fast, rain is falling. The water has begun to rise and there is some rain at 11 a.m. wind shifts to the N.W. and the rain continues to come down.

Friday Sept 13.

There is some rain with moderate winds from the N.W. the weather is high and rainy, with a heavy cloud over the water. The wind is blowing from the N.W. and the rain is falling. The wind is blowing at 11 a.m. with a high tide and some rain. The wind is blowing hard and fast, rain is falling. The water has begun to rise and there is some rain at 11 a.m. wind shifts to the N.W. and the rain continues to come down.

Saturday Sept 14.

There is some rain with moderate winds from the N.W. the weather is high and rainy, with a heavy cloud over the water. The wind is blowing from the N.W. and the rain is falling. The wind is blowing at 11 a.m. with a high tide and some rain. The wind is blowing hard and fast, rain is falling. The water has begun to rise and there is some rain at 11 a.m. wind shifts to the N.W. and the rain continues to come down.

There is some rain with moderate winds from the N.W. the weather is high and rainy, with a heavy cloud over the water. The wind is blowing from the N.W. and the rain is falling. The wind is blowing at 11 a.m. with a high tide and some rain. The wind is blowing hard and fast, rain is falling. The water has begun to rise and there is some rain at 11 a.m. wind shifts to the N.W. and the rain continues to come down.

1 1 1 1 1

Tuesday Sept. 24th 1848

These 24 hours began with light air from the N.E. & continued with fair pleasant weather ship under all sails and steering S.E. at 1 P.M. bore this vessel 2000 tons and other 1000 tons and Capt. Bailey, came on board. About 4 P.M. day somewhat overcast in Sips day. In middle dark light air. In afternoon but some rain and the storm, watches employed as usual ship the weather in company. Lat. 41° 30' N. Long. 108° 45' W.

Wednesday Sept. 25th

These 24 hours began with fair pleasant breeze from the N.E. at 1 P.M. wind light steering S.E. that afternoon began to in company the middle part continues light. The weather fair pleasant weather wind light from the N.E. In late afternoon rain on board the ship 2000 tons and other 1000 tons. Ship all sail steering S.E. by S. about nothing. Long. 108° 45' W. Lat. 41° 30' N.

Thursday Sept. 26th

These 24 hours began with a fair pleasant breeze from the N.E. at 1 P.M. ship under all sail steering S.E. ship the in company the middle part continues much the same. The weather fair light breeze from the East at 8 P.M. Capt. Bailey came on board and got 2000 tons from board. watches employed painting and fitting ship. steering S.E. at dusk ship the N.E. at dusk. Lat. 41° 30' N. Long. 108° 45' W.

Friday Sept. 27th

These 24 hours began with a light breeze from the N.E. at 1 P.M. ship under all sail steering S.E. watches employed painting and fitting ship. In middle part light rain. The weather fair light breeze from the East. Late the ship the N.E. watches employed as usual. Lat. 41° 30' N. Long. 108° 45' W.

Saturday Sept. 28th

These 24 hours began with light falling air. From about 10 A.M. to 1 P.M. the weather fair. The N.E. at 1 P.M. watches employed painting and fitting ship. In middle part light rain. The weather fair light breeze from the East. Late the ship the N.E. watches employed as usual. Lat. 41° 30' N. Long. 108° 45' W.

Wednesday, Oct. 4. 1841.
at 4 P.M. took the men on board in view of their
watches tried to put them in a comfortable sleep. They still
refuse to sleep at all.

Thursday, Oct. 19.
at 6 a.m. got under weigh bound to Mexico for
Bata and Patala, with 4 men on duty, bound

Friday, 17.
at 7 a.m. came to anchor in 17 fathoms at
the foot of Laguna de Mexico. 80.

Thursday, Wednesday, Oct. 29.
at 10 a.m. got under weigh bound to San Juan
on a cruise to the southward on the line, at the 10th.
looked down the passage between Mexico and
Bata. The bottom part still steady ship under
sailing to reach and top gal sails. Landing at 11.
In the 22nd Oct. Long 1842, 18, 19.

Friday Oct. 30.
This day began with light breeze from
the S.W. S. still under single reef top, sail and
top gal, sails, blowing by the wind, at 10 P.M. S.
looked at the men for running around and making heavy
thunder. The wind still but moderate breeze from the
S.W. S. the bottom part light and from S.W. S. 1842.
watching employed in ship duty. Saw nothing.
In the 31st Oct. Long 1842, 18, 19.

Thursday, Oct. 31. 1841
This day began with light breeze from the
S.W. S. ship under all sail blowing by the wind to
the S.W. S. at 7 P.M. looked ship to the S.W. S. with
a fair breeze. The wind still but sometimes breeze from
the S.W. S. the bottom part light and steady
at 10 P.M. looked ship to the S.W. S. saw a ship
up the mouth of the river.

Friday, Oct. 31. 1841
at 10 a.m. got under weigh bound to Mexico for
Bata and Patala, with 4 men on duty, bound

Saturday, Nov. 3. /84.

Clear & bright morning with a fine breeze from the N.E. & the ship under full sail. The wind shifted to the S.W. by 11 A.M. & the ship under full sail. Light air from the S.W. with heavy rain from the N.E. at 11 A.M. & the ship under full sail. Long 100-100.

Sunday, Nov. 4. /84.

Clear & bright morning with light air from the S.W. & the ship under full sail. The wind shifted to the S.W. by 11 A.M. & the ship under full sail. Light air from the S.W. with heavy rain from the N.E. at 11 A.M. & the ship under full sail. Long 100-100.

Monday, Nov. 5. /84.

Clear & bright morning with a fine breeze from the N.E. & the ship under full sail. The wind shifted to the S.W. by 11 A.M. & the ship under full sail. Light air from the S.W. with heavy rain from the N.E. at 11 A.M. & the ship under full sail. Long 100-100.

Tuesday, Nov. 6. /84.

Clear & bright morning with a fine breeze from the N.E. & the ship under full sail. The wind shifted to the S.W. by 11 A.M. & the ship under full sail. Light air from the S.W. with heavy rain from the N.E. at 11 A.M. & the ship under full sail. Long 100-100.

Wednesday, Nov. 7. /84.

Clear & bright morning with a fine breeze from the N.E. & the ship under full sail. The wind shifted to the S.W. by 11 A.M. & the ship under full sail. Light air from the S.W. with heavy rain from the N.E. at 11 A.M. & the ship under full sail. Long 100-100.

Long 100-100.

Thursday, Nov^r 24th 1864.
This 24 hours began with foggy squally weather;
winds from S.W. to S.W. by S. with a heavy
sea from the S.W. and to the S.W. the S.W. wind
in minutes and later with squalls from the S.W. and
saw nothing but S.W. S.W. S.W.

Friday, Nov^r 25th 1864.
This 24 hours began with foggy squally weather to
the S.W. then by the wind to the S.W. and at 2 P.M. the
wind to the S.W. the middle part wind came to the
S.W. and at 4 P.M. the wind to the S.W. the
last light wind and sunset the weather cloudy.
Lat. 31-10. N. Long. 84-46. W.

Saturday, Nov^r 26th 1864.
This 24 hours began with light wind and sunset the
weather cloudy; winds employed in the S.W. and
to the S.W. the middle part wind at 1 P.M. the last part
winds light wind and sunset the weather cloudy.
Lat. 31-10. N. Long. 84-46. W.

Sunday, Nov^r 27th 1864.
This 24 hours began with light squally weather with
breeze from S.W. to S.W. by S. and sunset the
weather cloudy; winds employed in the S.W. and
to the S.W. the middle part wind at 1 P.M. the last part
winds light wind and sunset the weather cloudy.
Lat. 31-10. N. Long. 84-46. W.

Monday, Nov^r 28th 1864.
This 24 hours began with light squally weather
winds from S.W. to S.W. by S. and sunset the
weather cloudy; winds employed in the S.W. and
to the S.W. the middle part wind at 1 P.M. the last part
winds light wind and sunset the weather cloudy.
Lat. 31-10. N. Long. 84-46. W.

Tuesday, Nov^r 29th 1864.
This 24 hours began with light squally weather
winds from S.W. to S.W. by S. and sunset the
weather cloudy; winds employed in the S.W. and
to the S.W. the middle part wind at 1 P.M. the last part
winds light wind and sunset the weather cloudy.
Lat. 31-10. N. Long. 84-46. W.

Thursday, Nov 18, '81

Then it came again with much more from the N.E. 2 or 3 P.M. still under all sail steering by the wind to the N.W. and nothing being done in the night. The middle and outer land masses with some from the N.E. saw nothing in the night. Long 18th 11.

Wednesday, Nov 17, '81

Then it came again with much more from the N.E. 2 or 3 P.M. still under all sail steering by the wind to the N.W. and nothing being done in the night. The middle and outer land masses with some from the N.E. saw nothing in the night. Long 18th 11.

Thursday, Nov 18, '81

Then it came again with much more from the N.E. 2 or 3 P.M. still under all sail steering by the wind to the N.W. and nothing being done in the night. The middle and outer land masses with some from the N.E. saw nothing in the night. Long 18th 11.

Friday, Nov 19, '81

Then it came again with strong breezy from the N.E. 2 or 3 P.M. still under single reef top sails, steering by the wind to the N.W. and nothing being done in the night. The middle and outer land masses with some from the N.E. saw nothing in the night. Long 18th 11.

Saturday, Nov 20, '81

Then it came again with strong breezy from the N.E. 2 or 3 P.M. still under single reef top sails, steering by the wind to the N.W. and nothing being done in the night. The middle and outer land masses with some from the N.E. saw nothing in the night. Long 18th 11.

Long 18th 11

Wednesday April 23. 1862. 25.

These 24 hours began with strong squalls with rain
from the N.E. ship began to drift with the heading
S.W. by W. about 10 o'clock the wind was rather fresh and the
sea was high and rough. Ship at 11.30

Thursday April 24. 26.

These 24 hours began with strong squalls from the N.E.
ship began to drift with the heading S.W. by W. about 10 o'clock
the wind was rather fresh and the sea was high and rough. Ship at 11.30

Friday April 25. 27.

These 24 hours began with strong squalls from the N.E.
ship began to drift with the heading S.W. by W. about 10 o'clock
the wind was rather fresh and the sea was high and rough. Ship at 11.30

Saturday April 26. 28.

These 24 hours began with strong squalls from the N.E.
ship began to drift with the heading S.W. by W. about 10 o'clock
the wind was rather fresh and the sea was high and rough. Ship at 11.30

Sunday April 27. 29.

These 24 hours began with strong squalls from the N.E.
ship began to drift with the heading S.W. by W. about 10 o'clock
the wind was rather fresh and the sea was high and rough. Ship at 11.30

Continued.

Wednesday (Dec. 3. 1866) 11.

Three 1/4 hours again with wind & current strong from
the S.W. ship under all sail steering E by N
and being employed repairing main & top sail. A 1/2 mile
and a 1/2 mile from the shore at 10 miles by boat and
sail and main & top sail. In middle and when not repairing
with the same. One 1/2 mile from shore employed as usual
L.H. 1/2 1/2 1/2 Long 11 1/2 1/2 1/2

Thursday (Dec. 4. 1866) 12.

Three 1/4 hours again with a fine moderate breeze from
the S.W. ship under all sail steering course E by N
and being employed repairing main & top sail. In middle
and when not repairing from the S.W. and being employed
repairing main & top sail. One 1/2 mile from shore
L.H. 1/2 1/2 1/2

Friday (Dec. 5. 1866) 13.

Three 1/4 hours again with a fine pleasant breeze from the
S.W. ship under all sail steering E by N. A 1/2 mile
and being employed repairing main & top sail. A 1/2 mile
and when not repairing from the S.W. and being employed
repairing main & top sail. One 1/2 mile from shore
L.H. 1/2 1/2 1/2

Saturday (Dec. 6. 1866) 14.

Three 1/4 hours again with strong breeze from the
S.W. ship under all sail steering E by N. A 1/2 mile
and being employed repairing main & top sail. In middle
and when not repairing from the S.W. and being employed
repairing main & top sail. One 1/2 mile from shore
L.H. 1/2 1/2 1/2

Sunday (Dec. 7. 1866) 15.

Monday, Dec. 7. 1854.

Wind 24 miles per hour with a fine pleasant breeze from the N.E. ship under all sail steering course S.E. by E. at 11 A.M. altered S.E. by E. & S. Sailed morning. The middle and lower parts continued the same the upper part squally with strong breeze from the N.E. at 11. Lat. 28° 41' N. Long. 110° 06' W.

Tuesday, Dec. 8. 1854.

Wind 24 miles per hour with a fine pleasant breeze from the N.E. ship under all sail steering course S.E. by E. The middle and lower parts continued the same and a m. Sailed on the weather beam, watches employed repairing sails, one sail in sight. The medium Lat. 27° 27' N.

Wednesday, Dec. 9. 1854.

Wind 24 miles per hour with a fine pleasant breeze from the N.E. ship under all sail steering course S.E. by E. watches employed as usual one sail in sight at 7 A.M. altered E. by S. & S. The middle and lower parts continued the same the upper part moderate breeze from the N.E. Lat. 23° 11' N. Long. 112° 44' W.

Thursday, Dec. 10. 1854.

Wind 24 miles per hour with moderate breeze from the N.E. ship under all sail steering course S.E. by E. and S. watches employed as usual. The middle and lower parts continued the same the upper part light air and calm at 11 A.M. saw the land bearing E. by S. distance 15 miles. The chronometer 40 miles to the N. of Cape St. Lucas. Lat. 22° 42' N. Long. 114° 04' W.

Friday, Dec. 11. 1854.

Wind 24 miles per hour with calm and light falling wind from N.E. to N.W. Land in sight. The middle and lower part light falling air and calm. Saw a ship on the weather beam, also a hump back. So ends this day and page.

Lat. 21° 46' N. Long. 115° 44' W.

Monday Dec^r 18. 1842. Lat.
 These 24 hours began with light drizzling rain from
 the North, & North. The middle and latter part wind
 from all points of the compass accompanied with
 frequent showers of rain. Lat. 18. 30. N. Long 100. 15. W.

Tuesday Dec^r 19. 1842. Lat.
 This day commenced with light drizzling rain from the
 North. The weather clearing, but continuing the rain in
 short squalls. The latter part of the day a moderate
 rain from the North. Lat. 18. 30. N. Long 100. 15. W.

Wednesday Dec^r 20. 1842. Lat.
 This 24 hours began with moderate rain from the
 North. The weather clearing, but continuing the rain in
 short squalls. The latter part of the day a moderate
 rain from the North. Lat. 19. 30. N. Long 100. 15. W.

Thursday Dec^r 21. 1842. Lat.
 These 24 hours began with light drizzling rain from the
 North. The weather clearing, but continuing the rain in
 short squalls. The latter part of the day a moderate
 rain from the North. Lat. 19. 30. N. Long 100. 15. W.

Friday Dec^r 22. 1842. Lat.
 These 24 hours began with fine pleasant weather
 from the North. The weather clearing, but continuing the rain in
 short squalls. The latter part of the day a moderate
 rain from the North. Lat. 19. 30. N. Long 100. 15. W.

Saturday Dec^r 23. 1842. Lat.
 These 24 hours began with fine pleasant weather
 from the North. The weather clearing, but continuing the rain in
 short squalls. The latter part of the day a moderate
 rain from the North. Lat. 19. 30. N. Long 100. 15. W.

Thursday, Dec 24. 1881

These 24 hours began with a light air from the N.E. Ship under all sail steering E by S. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed as usual. L. H. B. & Co. Long. 101° 38' W.

Friday, Dec 25.

These 24 hours began with a light breeze from the N.E. Ship under all possible sail steering E by S. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed as usual. L. H. B. & Co. Long. 101° 37' W.

Saturday, Dec 26.

These 24 hours began with a light breeze from the N.E. Ship under all possible sail steering E by S. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed repairing the sail. Saw nothing of note. L. H. B. & Co. Long. 101° 36' W.

Sunday, Dec 27.

These 24 hours began with a light breeze of wind from the N.E. Ship under all sail steering E by S. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed as usual. L. H. B. & Co. Long. 101° 35' W.

Monday, Dec 28.

These 24 hours began with light air and calm. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed as usual. L. H. B. & Co. Long. 101° 34' W.

Tuesday, Dec 29.

These 24 hours began with strong calms and soon what hot breeze. The middle part was a calm from the N.E. The weather was calm and the sea was light and calm. Nothing of note. Watchmen employed as usual. L. H. B. & Co. Long. 101° 33' W.

L. H. B. & Co. Long. 101° 33' W.

Wednesday Oct. 27. a. m. 70.
 Went to lower river with our small motor launch
 and boat crew from the Hudson. Trip made all good
 sail, blowing to the N. W. 10. Saw nothing of account, but
 saw and taken some light and catfish, with a few
 bass and some small muskellunge. Saw the largest
 large school of clogging and numerous other fish around
 Lat. 44° 40' N. Long. 91° 20' W. Case

[illegible]

Field at home, some with some but some not found.
 For black field, get a long, narrow, irregular in shape,
 to make and to be - has some color -
 La. H. B. 50. 1. Long 77. 18. 11.

These it came down with soft beds, from the
to N. N. W. direction. The middle and bottom parts contain
lighter from the O. N. N. E. direction, and is more
Latt. 15° N. E. Long. 91° 54' W.

then it comes again with red sandstone & grey blue
limestone. The middle and lower parts containing the same.
Lat. N.E. S.W. Long. 10° 5' E.

6. Monday (See 5th)
 The 4th was again with cold air and a few snow-
 flakes. The wind rose to the point light would show
 the 4th B. ship upon the dark horizon. 6. 9. 10. and
 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30.

[illegible]

The weather was very fine with a southerly breeze
 from S.W. to S.E. at dusk we were still under way
 by the river to the southwest at 8 P.M. we were
 about 10 miles from the mouth of the river going south
 at 8 o'clock all the boats arrived north side some on west
 bound homeward. The women equally. The men at 8
 o'clock the women the men and their women and child
 leaving only 10 families employed in business etc. last night
 Feb 4th & 5th. D.D. 1861.

Successor. Dr. H.

and I have again with much trouble, from the boat
the canoe will not return to the river to find
and I have not been able to find the canoe
contains much the same. at daylight called all
hands found all I had for spare parts. went to
the store boat, and took some of the things
and I took the long with.

Wednesday. Nov. 7.

Head & lower legs with thick covering from the
the ship moderately well landing to the eastward
about 1000. In the ship to the S. W. the middle part
and further sometimes much the same same
reflections, water, employed as usual. To make
last 1000. c. 10. Long 1000. S. W.

Thursday. p. 8.

The ship's crew began with the same story, from
 the ship's master and will be doing as the
 ship's crew in the light of the ship's crew,
 and the ship's crew in the light of the ship's crew,
 and the ship's crew in the light of the ship's crew,
 and the ship's crew in the light of the ship's crew.

William Lloyd L.

[illegible]

Wednesday Jan 21st 1854
This 24 hours begins with strong breeze from the
E. S. E. ship under short sail. Watches employed sailing
under no sail. The middle and bottom part strong breeze
from the S. E. and upper watches employed sailing. Saw
a large ship steering off before the wind in early
Lat. 48° 06' N.

Thursday Jan 22nd
This 24 hours begins with strong breeze from the
S. E. and under short sail. Watches employed sailing
at 9 A.M. finished sailing 5 P.M. In middle part
short under short sail. The bottom part under no sail.
Saw the E. S. E. ship under all sail steering by the
wind to the South. at 11 A.M. saw ship to the S. W.
Lat. 48° 54' N Long 116° 35' W.

Friday Jan 23rd
This 24 hours begins with strong breeze from the
E. S. E. ship under all sail steering S. W. saw nothing
at 1 A.M. set back in sail for the night. The middle
part under no sail. The bottom part ship under
all sail having all hands employed steering down
stream. Bitter frost.

Saturday Jan 24th
This 24 hours begins with fresh breeze from the E. S. E.
ship under all sail. Landing at 8 A.M. all hands employed
steering S. W. at 1 A.M. set back in sail. The middle
part continuing the same. The bottom part ship under
no sail. All hands employed steering down
in the main harbor. Saw nothing else during the day.
Lat. 48° 54' N Long 116° 35' W.

Sunday Jan 25th
This 24 hours begins with fresh breeze ship
under all sail steering by the wind to the S. E.
at 1 A.M. set back in sail for the night. The bottom
part ship under no sail. Landing at 8 A.M. saw
a large ship under no sail at 11 A.M. saw ship to the S. W.
Lat. 48° 54' N Long 116° 35' W.

Wednesday February 1. 1844.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Lat. 8° 45' N. Long. 157° 45' W.

Thursday Feb. 2.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Friday Feb. 3.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Lat. 9° 05' N. Long. 157° 35' W.

Saturday Feb. 4.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Lat. 9° 35' N. Long. 157° 25' W.

Sunday Feb. 5.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Lat. 9° 55' N. Long. 157° 15' W.

Monday Feb. 6.

This day began with a fine morning from the E. ship under all sail steering N. by E. about 10 knots. The middle and lower parts of the sky were clear. The weather was moderate and pleasant.

Lat. 10° 15' N. Long. 157° 05' W.

Tuesday Feb. 7.

Saturday Feb. 7. The
 These 24 hours began with moderate heavy snow the
 last, under all possible sail steering East
 under employed action up main rigging, and
 under the middle and lower containing the
 same, the Standard of Charleston, close up
 L. H. 4th St. Long, 188th St. 7.

Sunday Feb. 8.
 These 24 hours, began with strong heavy snow the 11th
 ship under all sail, running down the river
 at 4. P.M. came to anchor in Harbor, Long, in
 12 fathoms, the latter part employed steering
 ship to anchor.

Monday Feb. 9.
 These 24 hours began with strong heavy all hands
 employed manning ships getting ready to get under
 way, at 4 a.m. pulled all sails forward & had cleared
 in the night station on shore at 6 P.M. sails and
 came very near losing the ship at 7 a.m. got
 clear, and with fresh breeze steering E. N. E.

At 11 P.M. at Long 189th St. 7. a.m. for William Weston
 (Crested) { O'Brien, Service
 { A. H. H. H. H. H.
 { Chapman, Lodge,
 { H. H. H. H. H. H.
 and 4th St. 7.

Tuesday Feb. 10.
 These 24 hours began with strong heavy snow the 11th
 ship under all sail heading N. W. down the river
 off the lee weather the other in the weather bearing
 at 7 P.M. took in the light snow down to the ship
 at 11 P.M. ship was up at 10 P.M. down to the ship
 in station. At 11 P.M. down to the ship at 11 P.M.
 at 7 a.m. down to the ship along the river
 in company with ship & ship, a steamship
 almost the Standard of Charleston, 188th St.
 went in with the ship, which ship's name is
 in number at 8 P.M. ship for the ship
 at 11 P.M. at Long 189th St. 7.

[illegible]

The 24th day (Wed. 18th)
 The 24th day begins with strong winds from the
 East. Still under whole top soil and main top soil
 and shipping by the wind blowing from the
 the middle and bottom part containing much the same
 material as the top part. The 24th day. The 24th day.

Friday Feb 18.
This St. Louis begins with a brisk breeze from
the East. Ship under all sail steering N by E.
watching employed as usual. The middle and lower
part containing the same land sailing under a full
Sail. A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.

[illegible]

These At Home begins with Greek breakfast house the
table is still of the variety kindling at 10. 15. 20. 25. 30. 35. 40. 45. 50. 55. 60. 65. 70. 75. 80. 85. 90. 95. 100. 105. 110. 115. 120. 125. 130. 135. 140. 145. 150. 155. 160. 165. 170. 175. 180. 185. 190. 195. 200. 205. 210. 215. 220. 225. 230. 235. 240. 245. 250. 255. 260. 265. 270. 275. 280. 285. 290. 295. 300. 305. 310. 315. 320. 325. 330. 335. 340. 345. 350. 355. 360. 365. 370. 375. 380. 385. 390. 395. 400. 405. 410. 415. 420. 425. 430. 435. 440. 445. 450. 455. 460. 465. 470. 475. 480. 485. 490. 495. 500. 505. 510. 515. 520. 525. 530. 535. 540. 545. 550. 555. 560. 565. 570. 575. 580. 585. 590. 595. 600. 605. 610. 615. 620. 625. 630. 635. 640. 645. 650. 655. 660. 665. 670. 675. 680. 685. 690. 695. 700. 705. 710. 715. 720. 725. 730. 735. 740. 745. 750. 755. 760. 765. 770. 775. 780. 785. 790. 795. 800. 805. 810. 815. 820. 825. 830. 835. 840. 845. 850. 855. 860. 865. 870. 875. 880. 885. 890. 895. 900. 905. 910. 915. 920. 925. 930. 935. 940. 945. 950. 955. 960. 965. 970. 975. 980. 985. 990. 995. 1000. 1005. 1010. 1015. 1020. 1025. 1030. 1035. 1040. 1045. 1050. 1055. 1060. 1065. 1070. 1075. 1080. 1085. 1090. 1095. 1100. 1105. 1110. 1115. 1120. 1125. 1130. 1135. 1140. 1145. 1150. 1155. 1160. 1165. 1170. 1175. 1180. 1185. 1190. 1195. 1200. 1205. 1210. 1215. 1220. 1225. 1230. 1235. 1240. 1245. 1250. 1255. 1260. 1265. 1270. 1275. 1280. 1285. 1290. 1295. 1300. 1305. 1310. 1315. 1320. 1325. 1330. 1335. 1340. 1345. 1350. 1355. 1360. 1365. 1370. 1375. 1380. 1385. 1390. 1395. 1400. 1405. 1410. 1415. 1420. 1425. 1430. 1435. 1440. 1445. 1450. 1455. 1460. 1465. 1470. 1475. 1480. 1485. 1490. 1495. 1500. 1505. 1510. 1515. 1520. 1525. 1530. 1535. 1540. 1545. 1550. 1555. 1560. 1565. 1570. 1575. 1580. 1585. 1590. 1595. 1600. 1605. 1610. 1615. 1620. 1625. 1630. 1635. 1640. 1645. 1650. 1655. 1660. 1665. 1670. 1675. 1680. 1685. 1690. 1695. 1700. 1705. 1710. 1715. 1720. 1725. 1730. 1735. 1740. 1745. 1750. 1755. 1760. 1765. 1770. 1775. 1780. 1785. 1790. 1795. 1800. 1805. 1810. 1815. 1820. 1825. 1830. 1835. 1840. 1845. 1850. 1855. 1860. 1865. 1870. 1875. 1880. 1885. 1890. 1895. 1900. 1905. 1910. 1915. 1920. 1925. 1930. 1935. 1940. 1945. 1950. 1955. 1960. 1965. 1970. 1975. 1980. 1985. 1990. 1995. 2000. 2005. 2010. 2015. 2020. 2025. 2030. 2035. 2040. 2045. 2050. 2055. 2060. 2065. 2070. 2075. 2080. 2085. 2090. 2095. 2100. 2105. 2110. 2115. 2120. 2125. 2130. 2135. 2140. 2145. 2150. 2155. 2160. 2165. 2170. 2175. 2180. 2185. 2190. 2195. 2200. 2205. 2210. 2215. 2220. 2225. 2230. 2235. 2240. 2245. 2250. 2255. 2260. 2265. 2270. 2275. 2280. 2285. 2290. 2295. 2300. 2305. 2310. 2315. 2320. 2325. 2330. 2335. 2340. 2345. 2350. 2355. 2360. 2365. 2370. 2375. 2380. 2385. 2390. 2395. 2400. 2405. 2410. 2415. 2420. 2425. 2430. 2435. 2440. 2445. 2450. 2455. 2460. 2465. 2470. 2475. 2480. 2485. 2490. 2495. 2500. 2505. 2510. 2515. 2520. 2525. 2530. 2535. 2540. 2545. 2550. 2555. 2560. 2565. 2570. 2575. 2580. 2585. 2590. 2595. 2600. 2605. 2610. 2615. 2620. 2625. 2630. 2635. 2640. 2645. 2650. 2655. 2660. 2665. 2670. 2675. 2680. 2685. 2690. 2695. 2700. 2705. 2710. 2715. 2720. 2725. 2730. 2735. 2740. 2745. 2750. 2755. 2760. 2765. 2770. 2775. 2780. 2785. 2790. 2795. 2800. 2805. 2810. 2815. 2820. 2825. 2830. 2835. 2840. 2845. 2850. 2855. 2860. 2865. 2870. 2875. 2880. 2885. 2890. 2895. 2900. 2905. 2910. 2915. 2920. 2925. 2930. 2935. 2940. 2945. 2950. 2955. 2960. 2965. 2970. 2975. 2980. 2985. 2990. 2995. 3000. 3005. 3010. 3015. 3020. 3025. 3030. 3035. 3040. 3045. 3050. 3055. 3060. 3065. 3070. 3075. 3080. 3085. 3090. 3095. 3100. 3105. 3110. 3115. 3120. 3125. 3130. 3135. 3140. 3145. 3150. 3155. 3160. 3165. 3170. 3175. 3180. 3185. 3190. 3195. 3200. 3205. 3210. 3215. 3220. 3225. 3230. 3235. 3240. 3245. 3250. 3255. 3260. 3265. 3270. 3275. 3280. 3285. 3290. 3295. 3300. 3305. 3310. 3315. 3320. 3325. 3330. 3335. 3340. 3345. 3350. 3355. 3360. 3365. 3370. 3375. 3380. 3385. 3390. 3395. 3400. 3405. 3410. 3415. 3420. 3425. 3430. 3435. 3440. 3445. 3450. 3455. 3460. 3465. 3470. 3475. 3480. 3485. 3490. 3495. 3500. 3505. 3510. 3515. 3520. 3525. 3530. 3535. 3540. 3545. 3550. 3555. 3560. 3565. 3570. 3575. 3580.

L. R. S. & Co. Long. 185-186. N.
to L. R. S. & Co. N. Y.

Wednesday, Feb. 16. 1881

This 24 hours began with strong breeze from the backward
ship under whole top sails and main top, go'd sail. During
at 10 the weather was rather fair weather conditions
the same. Nothing done at all the watches employed repairing
for top sail. no more and nothing worth mention.
Lat. 5 11. N. Long. 141 37. W.

Thursday, Feb. 17.

This 24 hours began with brisk breeze from the back. At
ship under whole top sail and main top, go'd sail. During
at 10 the weather was rather fair weather conditions
the middle part and then part conditions towards the
shore. saw nothing better.

Friday, Feb. 18.

This 24 hours began with strong breeze from the weather
from the forward part of ship. The middle
and then part cloudy with more than fair
conditions employed repairing for top sail. During at 10
Lat. 6 11. N. Long. 141 37. W.

Saturday, Feb. 19.

This 24 hours began with a brisk breeze from the
backward. Ship under single reef top sail. During
at 10 the weather was rather fair weather conditions
strong in the middle part and then part conditions
Lat. 6 11. N. Long. 141 37. W.

Sunday, Feb. 20.

This 24 hours began with a strong breeze from the
forward part of ship. The middle part and then part
conditions employed repairing for top sail. During at 10
Lat. 6 11. N. Long. 141 37. W.

Monday, Feb. 21.

This 24 hours began with a strong breeze from the
backward. Ship under single reef top sail. During
at 10 the weather was rather fair weather conditions
strong in the middle part and then part conditions
Lat. 6 11. N. Long. 141 37. W.

Lat. 6 11. N. Long. 141 37. W.

Monday, Feb. 24. 1845.

Ther 24 hours began with a fine pleasant breeze from the East which lasted till 10 o'clock when it shifted to the S.W. and later to the S. by 1 o'clock. The weather was fine and clear all day. The ship was at anchor. Lat. 15° 10' N. Long. 152° 45' W.

Tuesday, Feb. 25.

Ther 24 hours began with a fine pleasant breeze from the S.W. ship under double reefed topsails. The weather was fine and clear all day. The ship was at anchor. Lat. 15° 10' N. Long. 152° 45' W.

Wednesday, Feb. 26.

Ther 24 hours began with a very squally weather. Wind from S.W. to E. ship under double reefed topsails. The weather was squally with much rain. The ship was at anchor. Lat. 15° 10' N. Long. 152° 45' W.

Thursday, Feb. 27.

Ther 24 hours began with light air and calm. The ship was at anchor. Lat. 15° 10' N. Long. 152° 45' W.

Friday, Feb. 28.

Ther 24 hours began with light air and calm. The ship was at anchor. Lat. 15° 10' N. Long. 152° 45' W.

Lat. 19° 10' N. Long. 153° 15' W.

Friday Feb. 29. 1882.

Thursday's snow begins with a fine shower of rain. The wind shifts round and round around N. E. N. E. and S. E. N. E. gradually. The river has got more and more swollen and is a light white. The snow is still in the middle of the river. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white.

Saturday Feb. 30. 1882.

Friday's snow begins with a fine shower of rain. The wind shifts round and round around N. E. N. E. and S. E. N. E. gradually. The river has got more and more swollen and is a light white. The snow is still in the middle of the river. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white.

Sunday Feb. 1. 1882.

Saturday's snow begins with a fine shower of rain. The wind shifts round and round around N. E. N. E. and S. E. N. E. gradually. The river has got more and more swollen and is a light white. The snow is still in the middle of the river. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white.

Monday Feb. 2. 1882.

Tuesday March 3. 1882.

Monday's snow begins with a fine shower of rain. The wind shifts round and round around N. E. N. E. and S. E. N. E. gradually. The river has got more and more swollen and is a light white. The snow is still in the middle of the river. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white.

Wednesday March 4. 1882.

Tuesday's snow begins with a fine shower of rain. The wind shifts round and round around N. E. N. E. and S. E. N. E. gradually. The river has got more and more swollen and is a light white. The snow is still in the middle of the river. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white. The snow is melting, and the river is a light white.

Friday, March 19. 1881.

These 24 hours begins with a moderate breeze from the S.W. by S. under all sail at 7 A.M. The barometer at the island of St. Thomas is 30.1. The middle part of the day is very calm from 11 A.M. to 4 P.M. and equally at 6 P.M. double reef the top sails and strike the ship a fair of about 10 miles. Capt. B. B.

Saturday, March 20.

These 24 hours begins with brisk breeze from the S.W. at 11 A.M. under single reef top sails, at 4 P.M. strike the ship to the S.W. & strike in sight, at 6 P.M. double reef the top sails. The middle part of the day is very calm from 11 A.M. to 4 P.M. and equally at 6 P.M. double reef the top sails and strike the ship a fair of about 10 miles. Capt. B. B.

Sunday, March 21.

These 24 hours begins with strong breeze from the S.W. and equally moderate breeze from the S.W. at 11 A.M. double reef the top sails. The weather continues equally the middle part of the day is very calm from 11 A.M. to 4 P.M. and equally at 6 P.M. double reef the top sails and strike the ship a fair of about 10 miles. Capt. B. B.

Monday, March 22.

These 24 hours begins with a fresh gale from the S.W. at 11 A.M. under all sail the main top sails, but the main top sail is at 1 P.M. heavy squalls of wind and rain from the S.W. to the N. the fore and main were ship to the S.W. put the anchor on the bar and secured them for heavy weather. at 7 P.M. begins to moderate. The wind goes raining. The barometer light air and calm at 10 miles. strike in sight a fair of about 10 miles off. leaving at 11 P.M.

Wednesday, March 28. 1884

This 28 hour began with light drizzle from the N.E. & shifted in night, and 2 P.M. went on board the La Touche de la Harve. Left Smith at 7 P.M. ship in the passage. The middle part ship lying off and on in the harbor at New Orleans. The latter part light wind and sailing at night working up to the New Orleans.

Thursday, March 29.

This 24 hour began with light baffling winds at 2 P.M. came to anchor in 20 fathoms water.

Friday, March 30.

Saturday, April 1.

This 24 hour began with light wind from the N.E. at 10 am came to anchor in 20 fathoms water. Between 10 am and 11 am, the wind and rain light breeze and clear. Left about 11 am to the harbor of New Orleans.

Sunday, April 2.

This 24 hour began with light wind and calm. Between 10 am and 11 am, the wind and rain light breeze and clear. Left about 11 am to the harbor of New Orleans. The middle part ship lying off and on in the harbor at New Orleans. The latter part light wind and sailing at night working up to the New Orleans.

Monday, April 3.

This 24 hour began with light baffling winds which in the passage to New Orleans. The middle part ship lying off and on in the harbor at New Orleans. The latter part light wind and sailing at night working up to the New Orleans.

as cloudy 2 days in all.

Wednesday April 2/82
Tide at noon began with strong breeze and
S.W. wind at 1 P.M. look in the night at 1 P.M. and the
strong breeze from S.W. wind began to rise. The rain
the weather being of the nature of a heavy rain. The
breeze and rain from strong, evenly weather. The rain
breeze from S.W. wind began to rise. The rain
breeze from S.W. wind began to rise. The rain

Thursday April 3
Tide at noon began with strong breeze from the
S.W. Ship sailed at 10 A.M. with 1000 tons of
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise

Friday April 4
Tide at noon began with strong breeze from the
S.W. Ship sailed at 10 A.M. with 1000 tons of
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise

Saturday April 5
Tide at noon began with strong breeze from the
S.W. Ship sailed at 10 A.M. with 1000 tons of
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise

Sunday April 6
Tide at noon began with strong breeze from the
S.W. Ship sailed at 10 A.M. with 1000 tons of
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise

Monday April 7
Tide at noon began with strong breeze from the
S.W. Ship sailed at 10 A.M. with 1000 tons of
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise
the rain began to rise. The rain began to rise

Dec. 2nd & 3rd. 1872

[illegible]

Wednesday, 27th Feb. 18.

That 24 hours began with light breeze from the
 South, which subsided with dark. The weather thick.
 Strong breeze, S.W. by W. The middle part continued
 the same. The latter part strong breeze from
 S.W. by W. with moderate rain & squally S.W. by W.
 S.W. by W. S.W. by W. S.W. by W. S.W. by W.

Thursday Aug 10:

The ship's anchor dropped with a strong swell from
 the north, which under all sail, running N. by N. W. W.
 for better than the reef. The top sails in 2 or 3 fms and
 main sail. The middle part layed at 5 a.m. cleared at
 from top sail clear reef the main, took in the fore sail
 but no riding, E. N. E. the latter part - blowing a gale of
 wind from the N. so ends, no more.

Friday April 16.

Turned up here again with a strong gale from the N.W. & rain
 high some two. In evening at 8 p.m. the weather cleared
 and fell quite calm. The rain was not high and had
 not the jet nor more rain. The bottom part of the
 house from the N.W. & high under all dark shading
 at 11 p.m. down the back, watching and long morning, cutting
 black a light, more repairing the jet, and the
 at 11 p.m. & back Long. 15600.

Wednesday, April 7th

When it was flying with moderate breeze from the S. W. the ship under a full running sail at 2 P.M. the weather suddenly accompanied with heavy squalls and played upon the vessel at 2 P.M. winds from the Westward. The night was very much the same the latter part of the night was with a squall. The weather being somewhat clear and fine but squalls were frequent and at night a squall from the Westward at 10 P.M.

Thursday, April 20/54.

These 24 hours began with a fresh gale from the west, which made about 1000 sailing by the wind. During which the weather was very good. The middle part wind from the S.W. ship under double reef top sails. During the wind, the latter part moderate, wind from the S.W. ship under all sail showing at 4 P.M. weather employed in surveying jobs.

Lat. N. 30° 30'. Long. 154° 25'. W.

With a light breeze from the

these 24 hours began with a fresh breeze from the S.W. ship under all sail showing at 4 P.M. during which the weather was very good. The middle part wind from the S.W. ship under all sail showing at 4 P.M. weather employed in surveying jobs.

Friday, April 21.

These 24 hours began with light breeze from the S.W. ship under all sail showing at 4 P.M. during which the weather was very good. The middle part wind from the S.W. ship under all sail showing at 4 P.M. weather employed in surveying jobs.

Saturday, April 22.

These 24 hours began with thick weather wind from the S.W. ship under all sail showing at 4 P.M. during which the weather was very good. The middle part wind from the S.W. ship under all sail showing at 4 P.M. weather employed in surveying jobs.

Sunday, April 23.

These 24 hours began with light breeze from the S.W. ship under all sail showing at 4 P.M. during which the weather was very good. The middle part wind from the S.W. ship under all sail showing at 4 P.M. weather employed in surveying jobs.

Wednesday, April 27, 1852

Thurs 24 hours began with light breeze from the Westward
ship under all sail arriving by the wind to the N.E. at
at 10 P.M. began on wind shifted in thick snow storm
at 6 P.M. in thick at 9 P.M. to clear up and breeze came
the middle and fore part of the ship a strong gale from
West to N.E. to wind moving N.E. at 10 P.M.

Thursday, April 28

Thurs 24 hours began with strong gale from the N.E. at 1 P.M.
bore the wind a strong gale from the N.E. at 1 P.M.
at 7 P.M. began to moderate. some ship to the N.E. at 10 P.M.
the middle and fore part continuing fresh gale with clear
weather. saw 2 R. Whales. so rigged to come for them
Lat 54 44. N. Long 157 25. W.

Friday, May 1, 1852.

Thurs 24 hours began with moderate gale from the
Westward ship under short sail. at 3 P.M. saw
several R. Whales. called all hands set a double reef
the sails. lowered 2 boats and a harpoon. at 6 came
on board. at 7 took in sail for the night. the middle
and fore part strong gale from the N.E. at 10 P.M.
bore the wind a strong gale from the N.E. at 10 P.M.

Saturday, May 2.

Thurs 24 hours began with moderate gale from the Westward
ship under short sail. the middle part continues
much the same. the fore part begins to moderate
at 8 A.M. set double reef top sails. some ship to the
N.E. at 10 P.M. saw nothing of account. ends with strong gale from
Lat 54 54. N. Long 157 53. W.

Sunday, May 3.

Thurs 24 hours began with strong gale from the N.E. at 1 P.M.
at 2 P.M. bore the wind a strong gale from the N.E. at 1 P.M.
a storm. the the middle and fore part continues
much the same. saw nothing worth remark.
the wind a strong gale from the N.E. at 10 P.M.

2
Tuesday May 8. 182
These 24 hours began with strong gale from the S. S. E. ship bore two masts at 10. at 5 P.M. were ship to the S. S. E. again 10 minutes. The weather still continuing thick. saw nothing. The middle and latter part strong breeze at 5 a.m. were ship to the Eastward. saw nothing ship under short sail.

Lat 53° 30' N Long 10° 45' W

Wednesday May 9.
These 24 hours began with fresh gale from the South. ship under short sail. heading S. S. E. so rapid to the S. S. E. that the wind came to the S. S. E. 12 minutes continued much the same. The latter part strong breeze the weather clear and sunny, rapid. ship under double reef. At 9 a.m. found 2 quarters boats from S. S. E. at 9 P.M. came on board the whale on the weather gun. June 10. 182

Lat 54° 30' N Long 10° 45' W

Thursday May 10.
These 24 hours began with fresh breeze from the S. S. E. with a heavy swell. an whale boat landed and chained on 10 p. past 5. came on board steered by the wind to the S. S. E. wind S. E. the weather looks threatening. a small at sea set back in sail for the night. The middle and latter part strong gale from the S. S. E. to S. E. with clear weather. but sea on. ship heading to the S. S. E.

Lat 55° 30' N Long 10° 45' W

Friday May 11.
These 24 hours began with strong gale from the S. S. E. with heavy swell. heading S. S. E. at 5 P.M. wind came to the S. S. E. at 6 P.M. were ship to the S. E. very heavy sea running. The middle part something much the same. The latter part wind came to the S. S. E. the weather clearing. ship under short sail. heading S. S. E. saw nothing.

Lat 56° 30' N Long 10° 45' W

Wednesday, 11 May 1840

This 24 hours began with strong gales from the S.W. with
much rain. The weather ship have been heading South
at 10 P.M. were ship to the S.W. and a school of whales about
the ship. The middle and latter part continuing strong rain
and wind weather ship under way and heading S.W. 11
This day no observation.

Thursday, 12 May 1840

This 24 hours began with strong gales from the S.W. with
much rain weather. at 8 P.M. the gale seems to diminish
at 10 the wind came to the South and moderate with rain
at 12 ship heading to the S.W. and some ship to the S.W. and
up side of the water port with many more ship under way
to sails. steering by the wind S.W. at 1 P.M. some few ships
at the port then came on board to report could not get in
of the River. Lat. 54° 58' N. Long 10° 52' W.

Friday, 13 May 1840

This 24 hours began with strong gales from the S.W. with
ship under all sail heading to the S.W. and some ship to the S.W.
and sails, at 8 took in sail for the night. The middle
part continues rain and some the latter part heavily
which from the S.W. ship under all sail. many
at 1 P.M. found a quarter boat from the S.W. and
boat went on the S.W. and then at 11 came on board
but the ship under all sail. to report to the
last several boats. Lat. 54° 40' N.

Saturday, 14 May 1840

This 24 hours began with strong gales from the S.W. with
ship under all sail heading to the S.W. and some ship to the S.W.
of sails at 8 P.M. were ship to the S.W. and some ship to the S.W.
and some the latter part with strong gales and
at 1 P.M. found a quarter boat from the S.W. and
Lat. 54° 50' N. Long 10° 50' W.

Sunday, 15 May 1840

This 24 hours began with strong gales from the S.W. with
ship under all sail heading to the S.W. and some ship to the S.W.
at 8 P.M. were ship to the S.W. and some ship to the S.W.
and some the latter part with strong gales and
at 1 P.M. found a quarter boat from the S.W. and
Lat. 54° 50' N. Long 10° 50' W.

Monday May 17 58

These 24 hours began with fine weather. Ship under all sail, heading E. by N. at 4 P.M. sound for a while going to windward at 6 came on board. Steered by the wind to the S.W. at 8 came out back in sail. Heading S.W. by N. middle part at 8. E. the lower part with lower, from the ship under all top sails. Steering by the wind to the S.W. at 9 a.m. saw a ship 4 points on the weather bow. at 11 saw her lower & back for. Steady at 12 then blowing a strong south reef breeze. Lat: 54° 21' N.

Tuesday May 18

These 24 hours began with stormy gale from the E. N. E. ship under double reef steering to the S.W. at 1 P.M. took in the fore top sail. hauled by the wind to the S.W. at 5 P.M. took in the fore sail. the middle and lower part blew a heavy gale, with thick rainy weather saw nothing. No observation.

Wednesday May 19

These 24 hours began with stormy gale from the eastward. Ship under two heading S.W. at 4 P.M. began to moderate. at 6 came ship to the S.W. E. in middle part sail. the lower part steering. Breeze accompanied with rain & squalls at 11 a.m. set single reef top sails. at 11. Tacked ship to the eastward saw nothing of account. Lat 54° 54' N. Long. 52° 43' W.

Thursday May 20

These 24 hours began with brisk breeze from the south. Ship under single reef top sails. heading E. by N. at 7 P.M. sent a R. Boat & lower & back and Chained at 8 took in sail for the night. the middle part under all sails. the lower part fine pleasant weather for the first time in a month. ship under all sail at 9 a.m. lower and chained R. Boat. saw plenty of land - looked only 3 R. Boats, wind at S.W.

Lat 54° 54' N. Long. 52° 28' W.

Friday, May 21st 82.

These 24 hours began with fine pleasant breeze from the Eastward
which soon with freshening sail changing to the wind & the vessel
at 7 P.M. went out & sailed. & then at 8 came on board with
in sail for the night. The middle part being heavy, the fore
part strong breeze from the North. and went with a heavy swell from
the Southward. at 8 A.M. towards the North at 8th wind again started
went on and dashed. then to far off at 11 came on board
Lat. 34° 25' N. Long. 152° 40' W.

Saturday, May 22nd.

These 24 hours began with strong breeze from the N.E. & light
under whole top sail. the weather clearing, a heavy swell from
the South and very much landed & then for dinner & then
at 1 P.M. set to in sail as usual. the middle part continues much
the same the fore part strong gale from the N.E. & then
another ship under whole sail heading N.E. & then
Lat. 34° 32' N. Long. 152° 55' W.

Sunday, May 23rd.

These 24 hours began with strong gale from the West
unmistakable with clear weather. ship under double reef
top sail heading to the N.W. at 8 P.M. the vessel shifted to the N.E.
the middle part strong breeze the fore part fine pleasant
breeze from the N.E. the ship under all sail, at 5 P.M.
saw a ship on the weather quarter bearing at 10 P.M.
to be a 2 quarter boat for the N.W. the barboard boat went
on the iron stanchion against the mainmast and but it
did not go off at 9 P.M. again for a short time
gale then at 11 went off at 2 P.M. the fore and aft
together drove him away, at 4-12 P.M. came on board
Lat. 34° 12' N. Long. 153° 25' W.

Monday, May 24th.

These 24 hours began with fine pleasant weather wind
from the N.E. the ship under all sail, then one ship
going to the N.W. by 1 P.M. at 3 took in sail.
the middle part continues the same the fore part
and gale at 7 P.M. saw a ship & then at 8 the ship
and observed him with all sails and then
Lat. 34° 12' N. Long. 153° 25' W.

Tuesday, May 25/52

These 24 hours begins with a calm atmosphere with
foggy sea visibility? at 7 P.M. set in sail at anchor.
A minute past noon the same the latter
part light breeze from the North with cloudy weather
and plenty of Whales around, all 8 boats in chase. and
at 8 a.m. came on board at 4 past 8 in the afternoon
saw a ship, a sailing, No 11.

Wednesday, May 26.

These 24 hours begins with brisk breeze from the N.E. & E.
ship under all sail all of the boats in chase of Whales
at 5 P.M. came on board shut in 12, at 8 took in sail
the middle part continues much the same. at 1 a.m. wind
changed to the S.W. the latter part light air from the
S.W. at 9 a.m. landed and chased Whales at 12 four
came on board. Lat. 54° 48' N. Long. 15° 48' W.

Thursday, May 27.

These 24 hours begins with light air and calm
atmosphere with cloudy misty weather at 1 P.M.
landed for Whales at 4 came on board at 5 driving rain
weather. wind S.E. the middle and latter part
strong breeze the weather thick and rainy saw 2 R.W.
close to the ship. winds from S.W. to S.E. at 11 P.M.
Lat. 54° 53' N. Long. 15° 48' W.

Friday, May 28.

These 24 hours begins with strong breeze from the
N.W. ship under double reef top sail, heading
N.W. at 3 begins to moderate, at 4 set whole top
sail. at 5 landed 3 boats for 2 Whales, secured
the boats, chased and at 6 came on board, at 8
saw look in which at 8 past 8 a.m. set all sail, then
S.E. at 7 landed 2 boats for 2 R.W. coming to windward
quickly, did not get fast came on board saw several
R.W. all going to windward eye out, and in the
strong breeze and clear weather. four. 52° 54' N.

Lat. 54° 11' N. Long. 15° 48' W.

at 2 P.M. Lat. 54° 00' saw a flock of 1000
that appeared to be at anchor

Saturday Aug. 27, 1854.

These 24 hours began with moderate gales, from the
Westward. Ship under all sail running, at 10 AM at 10 AM.
but this ship under double reef top sail, and took in jib
& main sails, at 1 PM. took in the fore top sail, & main
top sail. At 2 PM. saw several Albatrosses, & a large one from shore.
The middle part continuing much the same. The latter part shift-
ing from the N.W. at 7 PM. set whole top sail, & a number
ship to the Northward - saw nothing of account. Latitude 40° 34' N.
Long. 151° 29' W.

Sunday, Aug. 28.

These 24 hours began with moderate breezy from the
N.W. ship under all possible sail, running by the wind
to the Northward. at 5 PM. set top sail for the North. running to wind
at 10 AM. set main top sail & the ship. The middle part
last strong breezy ship under double reef top sail. at 11 AM. and
a boat on shore at 12 AM. on board.

Monday, Aug. 29.

These 24 hours began with light baffling wind and heavy
the weather thick and rainy. at 6 AM. wind shifted
to the N.W. ship heading to the Westward at 8 PM. took in
sails at 1 PM. the same ship heading to the North. part
continues the same. The latter part light from the N.W. saw
a Albatross going to wintered down on ship, steering by the wind
to the Westward. Lat. 38° 45' N.

Tuesday, Jan. 1, 1855.

These 24 hours began with light and fresh from the Westward
ship under all sail heading to the N.W. at 10 AM. at 10 AM.
at 10 AM. at 10 AM. the weather clear and the sun at
10 PM. the sun from shore, with one small exception, and took
in sails, heading to the N.W. at 10 PM. on the weather, from
taking, saw several different Albatrosses. The middle part
was part strong breeze from the N.W. at 10 AM. set double
reef top sail, & under by the wind to the N.W. & ship in
sight. The latter part at 10 AM. about six thick foggy sea and
Albatross going to wintered down on ship, steering by the wind
this day and foggy ship heading to the N.W. under all sail

Continued.

Wednesday, June 3. 1854.

These 24 hours begin with moderate breeze from the S.W. ship under double reef top sails, heading to the N.E. the weather thick at 7 P.M. more thick to the N.E. by 8 and took in sail. Saw nothing. The middle and innermost containing back and saving the wind ship under short sail. Lat. by alt. 54° 50' N.

Thursday, June 3.

These 24 hours begin with calms and light breeze ship lying under short sail. at 8 P.M. had a heavy fog. The S.W. ship heading east then a small boat flew by & lost to the ship. The middle part calm. The fore part strong breeze from the N.E. at 10 A.M. set whole top sail. Main top just set and fly jib. saw a ship to windward in chase of Whales, at 11 A.M. about in thick spoke ship lights of N.E. & S.W. Lat. 54° 45' N.

Friday, June 4.

These 24 hours begin with strong breeze from the S.W. ship under whole top sails heading to the S.W. ship supphates in company. at 1 P.M. the ship supphates have a bark set for colars under down & went on board. one of the fore mast hands fell from the fore top mast crossbar, on deck bruised him badly, but not dangerous. The middle and latter part strong breeze and rainy. at 8 A.M. set whole top sail. saw several land and chased, thick supphates in sight Whaling. Lat. 54° 20' N.

Saturday, June 5.

These 24 hours begin with fine weather under the S.W. wind plenty of Whales. Saw boat struck and damaged as quick. The bar boat struck another boat the first iron bolt in cut the short rope instantly at 10 A.M. it came on board took in sail. The middle part moderate the latter part begins with strong breeze from the S.W. at 4 P.M. set whole top sail. at 5 P.M. 2 boats for 2 Whales other boat under sail with men on board on about 2 minutes and came at 1/2 past 6 came on board the weather getting worse. at 8 A.M. saw ship to the east was in sight & double saw. Lat. 54° 20' N. Long. 154° 15' W.

Monday, June 10. 1844.
 These 24 hours began with a great calm and the sun was out at 10 a.m. but in the past 10 p.m. about half the sun was out. The weather thick, and increase took in the fore part of the day. In the fore part of the day, and some ships were out, and some were heavy accompanied with rain, the middle part continued the same. The fore part still continued to rain, and some clouds to the S.E. at 10 a.m. some ships to the S.E. of the land sailing.
 Latitude 54° 40' N. Longitude 154° 39' W.

Tuesday, June 11. 1844.
 These 24 hours began with strong gale from the N.W. and rain to the land at 10 a.m. The weather thick, and the middle part of the day began to moderate some slowly. The middle part and fore part continued strong, heavy and rainy. At 1 a.m. some ships to the S.E. at 8 a.m. set the fore sail. At 9 a.m. at a double reef main top sail. Ship up at 10 a.m. saw nothing, and saw over
 Latitude 54° 40' N. Longitude 154° 39' W.

Wednesday, June 12. 1844.
 These 24 hours began with strong breeze from the N.W. and ship were a double reef top sail. Nothing else. Saw some land at 10 a.m. apparently at home. I tried to come to them at 7 p.m. but in sail over the night. The weather was a little strong breeze and rainy. Looked a different way for S. L. but no purpose. Wind N.W. to S.W. at 10 p.m.
 Latitude 54° 40' N. Longitude 154° 39' W. Distance 100 miles.

Thursday, June 13. 1844.
 These 24 hours began with strong breeze from the N.W. and ship under whole top sail. Nothing else. At 10 p.m. I looked for S. L. but no purpose. Wind N.W. to S.W. at 10 p.m. The weather was a little strong breeze and rainy. Looked a different way for S. L. but no purpose. Wind N.W. to S.W. at 10 p.m.
 Latitude 54° 40' N. Longitude 154° 39' W.

Friday, June 14. 1844.
 These 24 hours began with the calm, at 10 a.m. some ships up. Nothing else. I tried to come to them at 7 p.m. but in sail over the night. The weather was a little strong breeze and rainy. Looked a different way for S. L. but no purpose. Wind N.W. to S.W. at 10 p.m.
 Latitude 54° 40' N. Longitude 154° 39' W.

Friday June 11. '58

These 24 hours began with fresh breeze from the S.W. & ship heading by the wind to the N.E. watches employed clearing up decks, and getting the rigging again, at 4 P.M. came a ship on the weather beam at 7 took in sail heading South 92 miles and in two part colors with some smaller watches employed looking down looking. as was the day.
Lat. 34° 17' N. Long. 115° 39' W.

Saturday June 12.

These 24 hours began with light air from the South. Ship under all sail heading S.W. & watches employed looking at 7 took down a D. Shale & took off at 10 near night did not come for dinner took in sail as usual. The watches and sail down from 12 to 1. In afternoon light air and colors set 9 a.m. found 2 boats and chained 2 D. Shales, at 8 had the same on board, were ship to the East. & East. watches and sails. Lat. 34° 00' N. Long. 115° 30' W.

Sunday June 13.

These 24 hours began with light air from the S.W. & ship under all sail heading to the Eastward. at 4 took down ship to the S.W. saw a bark ship sailing, at 8 took in sail, at 10 put 3 a.m. colors all round broke out the main topgallant to show down sail. at 8 used the star boat for fuel & went on to our side not yet fast. came on board all hands employed lowering down sail.

Monday June 14.

These 24 hours began with light breeze from the S.W. & ship under all sail heading to the Eastward. at 4 took down 2 boats for the star boat struck and took to the ship one of them at 7 commenced cutting at 8 got the lower gun up. at 10 the watches and the last in part finished on day, got under all the watches against the weather foggy to clear.

Tuesday June 15.

These 24 hours began with light air from the S.W. & ship under all sail heading to the Eastward. at 4 took down 2 boats for the star boat struck and took to the ship one of them at 7 commenced cutting at 8 got the lower gun up. at 10 the watches and the last in part finished on day, got under all the watches against the weather foggy to clear.

Monday June 21st. 1861.
This day began with brisk squally rain till 11 A.M.
Ship under full sail heading N.E. & all hands
were in sight. Saw nothing of us till 1 P.M. when
the boat with 100 lbs. shot in sails. nothing employed
making. The middle and other parts of the boat were
left under the ship under great sail at 1 P.M. finished
making all hands employed stowing down. To make
hacking at 10 P.M.

Tuesday June 22nd.
This day began with strong squally rain till 11 A.M.
Ship under full sail heading N.E. & all hands
employed stowing down. at 1 P.M. finished the weather
thick. The middle and other parts of the boat were
all hands employed stowing down till 1 P.M. finished
a ship sailing. To 10 P.M.

Wednesday June 23rd.
This day began with strong squally rain till 11 A.M.
and thick weather. all hands employed stowing down
at 1 P.M. finished ship heading N.E. at 1 P.M. took in sail
the weather was again part strong squally rain till
1 P.M. when the weather was thick rainy weather till
4 P.M. when the weather was squally rain till 10 P.M.
when the ship was under full sail.

Thursday June 24th.
This day began with strong squally rain till 11 A.M.
the ship under full sail heading N.E. & all hands
were in sight. The weather thick and rainy. Saw nothing
of us till 1 P.M. when the boat with 100 lbs. shot in sails.
The weather continued the same. The latter part of the day
under full sail heading N.E. at 1 P.M. took in sail
the weather was again part strong squally rain till
1 P.M. when the weather was thick rainy weather till
4 P.M. when the weather was squally rain till 10 P.M.
when the ship was under full sail.

Friday June 25th.
This day began with light rain till 11 A.M.
at 1 P.M. the boat with 100 lbs. shot in sails. The weather
was again part strong squally rain till 1 P.M. when
the weather was thick rainy weather till 4 P.M. when
the weather was squally rain till 10 P.M. when the ship
was under full sail heading N.E. & all hands were in sight.
The weather continued the same. The latter part of the day
under full sail heading N.E. at 1 P.M. took in sail
the weather was again part strong squally rain till
1 P.M. when the weather was thick rainy weather till
4 P.M. when the weather was squally rain till 10 P.M.
when the ship was under full sail.

1829

Saturday June 28. 1829

These 24 hours begins with brisk breeze from the N.E. the weather dark and drizzly. Ship under all sail making 4 1/2 to 5 knots a great number of fine birds were visible on both sides. Saw 3 S. Bats going quite at 7 knots more or less to the N.W. and back in sail. The weather was much cooler gradually to the N.W. wind. The water was very green some sayed in rain. At 11.30 in the fore sail and drier, cool, weather.

Sunday June 29.

These 24 hours begins with strong gale from the N.W. in rain, under close reef main top sails, making S.E. 1/2 S. at 6 knots. The gale became the middle of morning, to diminish at 12 noon. At double reef top sails. At 2.30 at 11.30 saw 3 S. Bats, going to the N.W. quite at 11.30 S.S. S.S. at 11.30. Long, 15.30 S.S. at 11.30.

Monday June 30.

These 24 hours begins with moderate breeze from the N.W. the ship under all sail, steering N.E. by E. saw nothing carried sails at 8 knots. winds from the N.E. the weather cloudy. The weather was in the fore, strong breeze from the N.E. the ship under all sail, steering by the wind to N.W. the weather dark and rainy. I saw nothing but this but no observation.

Tuesday July 1.

These 24 hours begins with brisk breeze from the N.W. the weather dark. Ship under all sail heading N.W. by N. saw several fine birds, going to the N.W. and in rain but not at all the latter part moderate breeze from the N.W. the ship under all sail heading N.W. by N. the weather rainy. At 11.30 at 11.30 saw 3 S. Bats.

Wednesday July 2.

These 24 hours begins with light air from the N.W. the weather was clear, making 1/2 to 1 knot. wind from the N.W. the ship under all sail heading N.W. by N. saw nothing but this but no observation. At 11.30 at 11.30 saw 3 S. Bats.

At 11.30 at 11.30 saw 3 S. Bats.

Thursday July 1 52

Left at 8 hours began with light air from N.E. & S.E. & ship under all possible sail steering by the wind to the S.E. & S. saw plenty of fine birds around carried sail down night. The middle part continuing to leave the lower part moderate breeze from S. to S.W. with some fog. Saw fine birds. but as I state
Lat 54° 10' N. Long 145° 40' W.

Friday July 2

Left at 8 hours began with fine breeze from N.E. & S.E. to S.W. the weather much by S.W. saw nothing which was not all possible sail steering S.E. & S. & S.W. but some old E. & S.E. wind fresh from the distance the lower part - was a breeze from N.E. & S.E. ship under all sail steering S.E. & S. saw nothing. sent fine up for good sheets Lat 54° 10' N. Long 145° 40' W.

Saturday July 3

Left at 8 hours began with strong breeze from N.E. & S.E. ship under all possible sail steering S.E. & S. & S.W. saw nothing which was not all possible sail steering S.E. & S. & S.W. but some old E. & S.E. wind fresh from the distance the lower part - was a breeze from N.E. & S.E. ship under all sail steering S.E. & S. saw nothing. sent fine up for good sheets Lat 54° 10' N. Long 145° 40' W.

Sunday July 4

Left at 8 hours began with fine breeze from N.E. & S.E. ship under all possible sail steering S.E. & S. & S.W. saw nothing which was not all possible sail steering S.E. & S. & S.W. but some old E. & S.E. wind fresh from the distance the lower part - was a breeze from N.E. & S.E. ship under all sail steering S.E. & S. saw nothing. sent fine up for good sheets Lat 54° 10' N. Long 145° 40' W.

Lat 54° 10' N. Long 145° 40' W.

Lat 54° 10' N. Long 145° 40' W.

Wednesday June 8/82

There is some business with the bank and a few other things. The weather is very warm and the evening breeze is rather refreshing. I am in the city and will be home again soon. I am very much interested in the progress of the work.

Thursday June 9/82

There is some business with the bank and a few other things. The weather is very warm and the evening breeze is rather refreshing. I am in the city and will be home again soon. I am very much interested in the progress of the work.

Friday June 10/82

There is some business with the bank and a few other things. The weather is very warm and the evening breeze is rather refreshing. I am in the city and will be home again soon. I am very much interested in the progress of the work.

Saturday June 11/82

There is some business with the bank and a few other things. The weather is very warm and the evening breeze is rather refreshing. I am in the city and will be home again soon. I am very much interested in the progress of the work.

Sunday June 12/82

There is some business with the bank and a few other things. The weather is very warm and the evening breeze is rather refreshing. I am in the city and will be home again soon. I am very much interested in the progress of the work.

Monday June 13/82

Saturday July 15th

There is some wind with moderate breeze from the N. E. ship went out and plenty of pump and around at 10 o'clock some curious looking birds. did not get any. at 1 o'clock some birds came in the light but landed on the ground lay with the same good nature. at 2 o'clock some birds came at 3 o'clock but were the other way and thick of wind. at 4 o'clock 5 o'clock

Sunday July 16th

There is some breeze with birds from the N. E. the wind was light and rain. at 1 o'clock some birds came. at 2 o'clock the birds of the wind of the N. E. to the middle and then not coming back the same. some birds of fine birds. and some birds. at 3 o'clock 4 o'clock 5 o'clock 6 o'clock

Monday July 17th

There is some breeze with light flying birds from the N. E. to the same place of fine birds. at 1 o'clock some birds came. at 2 o'clock the birds were later but light and accompanied with some squalls. but nothing was seen. at 3 o'clock 4 o'clock 5 o'clock 6 o'clock

Tuesday July 18th

There is some breeze with blowing air and rain. at 1 o'clock some birds came and birds were accompanied at 2 o'clock some birds came. at 3 o'clock the ship going to the harbor and some birds at 4 o'clock in the light birds heading to the middle part. birds at 5 o'clock. at 6 o'clock some birds came. at 7 o'clock some birds of fine birds. from 10 o'clock. at 11 o'clock 12 o'clock

Wednesday July 19th

There is some breeze with fine wind and rain. at 1 o'clock some birds came. at 2 o'clock some birds came. at 3 o'clock some birds came. at 4 o'clock some birds came. at 5 o'clock some birds came. at 6 o'clock some birds came. at 7 o'clock some birds came. at 8 o'clock some birds came. at 9 o'clock some birds came. at 10 o'clock some birds came. at 11 o'clock some birds came. at 12 o'clock some birds came.

1 1/2

St. Kitts, 18th July 1848.

These 4 boats began with light air and calm, but the wind
then rose from S. by E. and the boats began to move. The
boats were put out, at 4 P.M. and a 1, 2, 3, and 4 were
going down. The boats were then put light sailing and were
calm, but plenty of land birds, both in sight. (Sailed at 10
P.M. 57-18. 18 Long 181-48. 18)

Monday, 19th July 1848.

These 4 boats began with calm and light air, but the wind
rose from S. by E. and the boats began to move. The boats
of 1, 2, 3, and 4 were put out, at 4 P.M. and a 1, 2, 3, and 4
were going down. The boats were then put light sailing and were
calm, but plenty of land birds, both in sight. (Sailed at 10
P.M. 57-18. 18 Long 181-48. 18)

Tuesday, 20th July 1848.

These 4 boats began with fine wind from the S. by E. and
the boats began to move. The boats of 1, 2, 3, and 4 were
put out, at 4 P.M. and a 1, 2, 3, and 4 were going down. The
boats were then put light sailing and were calm, but plenty of
land birds, both in sight. (Sailed at 10 P.M. 57-18. 18 Long
181-48. 18)

Wednesday, 21st July 1848.

These 4 boats began with strong wind from the S. by E. and
the boats began to move. The boats of 1, 2, 3, and 4 were
put out, at 4 P.M. and a 1, 2, 3, and 4 were going down. The
boats were then put light sailing and were calm, but plenty of
land birds, both in sight. (Sailed at 10 P.M. 57-18. 18 Long
181-48. 18)

Thursday, 22nd July 1848.

These 4 boats began with strong wind from the S. by E. and
the boats began to move. The boats of 1, 2, 3, and 4 were
put out, at 4 P.M. and a 1, 2, 3, and 4 were going down. The
boats were then put light sailing and were calm, but plenty of
land birds, both in sight. (Sailed at 10 P.M. 57-18. 18 Long
181-48. 18)

Yucca filifolia. var. 29. 52

Found 24 birds, diving with light nose and white throat in
to the bottom of the lake. A few of the birds were around
the shore, and in their nests. The eggs were all in the water
and some were in the lake. The birds were all in the water
in the lake, and in the lake.

Friday July 25.

These it bears along with modern trees from the
the old, showing in rounded and lands in everywhere, with
often, with a 12 to 16 feet. and it looks like the little
leaf and a branch from the S. V. V. branch in per-
at the end of the branch to see in B. palm, left to them
at the end of the branch, S. V. V.

20. In Secorday, July 21.

These two lovers began with their journey from the village
at 11 AM. They had with them a small boat and a small
provision of food. They were in search of a small boat
in the river. They found a small boat in the river. They
went with them about 10 miles. Further up the river
we came to the Russian station, where we were
received with every mark of respect. We learned from
them that the boat was in the river in August
and September, at 9 AM. returned to the ship. The
boatmen found the weather thick, and a boat fishing
for seals at midnight.

Sunday, August 8.

No. 24 hours begins with moderate breeze and a
calm rise in a another day, former a hot, and some
whealy bones, the following the middle part of day. The
the heat gives pleasant weather.

C. Mendenhall, U.S. Gen'l &.

Went to the house again with fine light breeze from
S.E. at 10. at 11.00. got under sail went round into
Long Point Bay. at 4.00. came to anchor in 7 fathoms
sea bed sandy bottom. the weather just before
5.00. began to fog with the foggy weather at 8.00
we had a cruise with 2 boats. saw several Knobs
back but no sailing.

Wednesday 10th Dec. 1882
Wind S.W. strong & rain with light air and calm at 10. At 11.00
from a breeze. Some squalls, at 12.00 rain.

Thursday 11th Dec. 1882
at 2.00, we got under way and landed at 3.00. The
wind light and rain at 4.00. At 5.00 we were
ship under all sail heading N.W. with a light air
company. The weather was clearing with a heavy
sea from the S.W. - Temp. 18° 40' F. - 1.00 on board.

Friday 12th Dec. 1882
This day begins with strong breeze from the
S.W. the weather remains at 10.00. At 11.00 the
the weather, but the clearing begins. At 12.00 the light
air, bearing land bearing N.W. by compass with
ship & ketcher on the horizon. At 1.00, land to
ship's master double reef top sail. At 2.00 the main
sail, the main top sail, the main boom, and the
a deckmate. The main top sail, the main boom, and the
under 'above' reef top sail, but in the main sail.
The bottom part of the main sail, and the main boom, and
Luff & b. boom 18° 10' F.

Saturday 13th Dec. 1882
This day begins with strong breeze from the
under double reef top sail, the main boom, and the
at 1.00 the reef top sail, and the main boom, and the
under 'above' reef top sail, but in the main sail.
The bottom part of the main sail, and the main boom, and
Luff & b. boom 18° 10' F.

Sunday 14th Dec. 1882
This day begins with moderate breeze from the
under double reef top sail, the main boom, and the
at 1.00 the reef top sail, and the main boom, and the
under 'above' reef top sail, but in the main sail.
The bottom part of the main sail, and the main boom, and
Luff & b. boom 18° 10' F.

Luff & b. boom 18° 10' F.

Saturday Oct 3. 1848.

These 24 hours begins with brisk breeze from the
S.W. ship under whole top sail and main top gal
sail, heading E. by S. The weather thick and misty.
at 7 P.M. backing E. back in the main top gal sail.
The sun not seen for 2 hours and back in thick
again. Lat. 50° 20' N. Long. 14° 30' W. Time 14:30

Sunday Oct 4. 1848.

These 24 hours begins with strong breeze from the
S.W. The weather thick, ship under double reef
top sails, heading E. by S. at 10 A.M. a good part of the
top sails & the middle part of the main top gal sail.

at 12 noon part light air from the S.W. ship under
all sails, heading E. by S. and strong. Lunar 14° 30' W.
Lat. 50° 20' N. Long. 14° 30' W.

Monday Oct 5. 1848.

These 24 hours begins with light air from the S.W. and
ship under all sail, heading by the wind to the S.W.
The middle part strong breeze, took in the light
sails. The latter part much the same. Ship
under whole top sail and main top gal sail.
Near Lat. 50° 20' N.

Tuesday Oct 6. 1848.

These 24 hours begins with brisk breeze from
the S.W. The weather thick ship under whole
top sail and main top gal sail, at 7 P.M. up E. by S.
The middle and latter part continuing thick and
weather ship under all sail, steering by the wind. The
day by cart. Lat. 48° 45' N. Long. 13° 45' W.

Wednesday Oct 7. 1848.

These 24 hours begins with moderate wind from the
S.W. The weather thick, ship under all sail heading
E. by S. The middle part continuing much the same. The
latter part moderate breeze, the weather clearing,
watching employed in ship's duty. Lat. 46° 50' N.

Long. 13° 15' W.

Thursday Oct 7. 83

These 24 hours begins with moderate breeze from the N.W. ship under all topsails steering S.E. by E. at 10 A.M. employed in ship's duty. Saw a fine buck. The middle part winds hauled round to the N.W. the latter part calm weather. saw a fine breeze. ship under all sails going S.E. by E. Lat. $44^{\circ} 50'$ N. Long. $126^{\circ} 00'$ W.

Friday Oct 8. 83

These 24 hours begins with a fine breeze from the N.W. ship under all sails steering S.E. by E. at 8 P.M. struck Cal. C. at 7 P.M. caught a Porpoise. at 8 P.M. the middle and latter part light baffling air from all quarters. the weather cloudy. Lat. $45^{\circ} 07'$ N.

Saturday Oct 9. 83

These 24 hours begins with light baffling air and calm at 7 P.M. had a light breeze from the N.W. ship under S.E. by E. The middle and latter part continues light and baffling. watermen employed in ship's duty. at end Lat. $43^{\circ} 17'$ N. Long. $127^{\circ} 14'$ W.

Sunday Oct 10. 83

These 24 hours begins with light wind from the N.W. ship under all sails steering S.E. by E. by S. The middle and latter part light baffling air from all quarters. Saw a schooner, about 10 miles off. Lat. $42^{\circ} 41'$ N. Long. $128^{\circ} 41'$ W.

Monday Oct 11. 83

These 24 hours begins with light baffling air and calm. at 4 P.M. sent the Star Boat on board a schooner which proved to be Carlisle from San Francisco, bound to Columbia River, Oregon & 17 days out. The middle part continues the same. The latter part light from S.E. by E. to E. saw nothing weather cloudy. Lat. $41^{\circ} 50'$ N. Long. $132^{\circ} 18'$ W.

Tuesday Oct 12. 83

These 24 hours begins with light wind from the N.W. ship under all sails steering S.E. by E. by S. The weather cloudy. The middle and latter part continues the same. saw 2 different ships, one a black schooner N.E. one on the weather quarter & lights showing after us. Lat. $40^{\circ} 00'$ N.

Wednesday Oct 13/58

These 24 hours begin with light winds from the West ship under all sail steering S. by E. & E. 2 sails in sight. The weather cloudy, at 7 P.M. ship astern showed her light, hauled by the wind and set her light, at 9 left off course again. The latter part continuing much the same saw a ship and a school of black fish. No other.

Thursday Oct 14.

These 24 hours begin with moderate winds from N. W. to South. The weather cloudy. The middle and latter part continues much the same. Lat. 39° 20' N. Long. 128° 28' W.

Friday Oct 15.

These 24 hours begin with stiff breezes from the S. S. E. The weather cloudy with a long swell from the Westward. The middle and latter part continues much the same. Saw 2 sails steering to the S. E. Lat. 38° 52' N. Long. 125° 28' W.

Saturday Oct 16.

These 24 hours begin with strong breezes from the S. E. to S. S. E. at 7 P.M. Tacked ship to the S. W. The weather thick. The middle part rainy. The latter part breaks away a little. winds S. S. E. Ship under all sail reading S. Lat. 38° 20' N. Long. 125° 13' W.

Sunday Oct 17.

These 24 hours begin with moderate breezes from the S. S. E. ship under all sail reading E. at 7 P.M. Tacked ship to the S. W. The middle and latter part thick weather at 9 P.M. Tacked ship to the E. by S. no wind. the day. Lat. 37° 40' N. Long. 124° 44' W.

Monday Oct 18.

These 24 hours begin with moderate breezes from the S. S. E. ship under all sail steering to the S. W. at 1 P.M. spoke schooner St. George bound to La Trancise. out of provisions, gave her some bread and meat. The middle part with breezes from the S. S. E. reading S. W. at 10 Tacked to E. by S. & S. The latter part cloudy. Saw a ship steering to the Westward.

Lat. 37° 09' N.

Tuesday Oct 11 / 52.

These 24 hours begins with moderate winds from the south accompanied with a heavy swell from the Westward ship under all sail heading S. by E. The weather cloudy at 7 P.M. up S.E. The middle part up South. The latter part with breezes from the N.W. steering S.E. at 9 a.m. saw a large vessel. The late boat, moved to be Pump boats going to windward. Saw out, saw a merchant bark steering S. by E. under a cloud of canvas. Lat. 35° 28' N. Long 123° 15' W. Sunday Oct.

Wednesday Oct 21.

These 24 hours begins with strong breeze from the N.W. ship under all sail heading S.E. watches employed in ships only. The middle and latter part ship breezy and veered steering S.E. by E. Saw nothing watches employed as usual. Lat. 33° 16' N. Long. 121° 33' W. Monday

Thursday Oct 21.

These 24 hours begin with brisk breeze from the N.W. ship under all sail steering S.E. by E. by E. Saw nothing. The middle and latter part the weather moderate and cloudy, cooper at work fitting for ship mast cross beam. Lat by alt. 31° 5' N. Long. 119° 54' W.

Friday Oct 22.

These 24 hours begins with moderate winds from the N.W. ship under all sail steering S.E. by E. watches employed in ships duties. Saw nothing. The middle and latter part light breeze from the N.W. ship under all sail steering S.E. by E. watches employed as usual. Lat. 30° 45' N. Long. 118° 55' W.

Saturday Oct 23.

These 24 hours begins with moderate breeze from the N.W. ship under all sail steering S.E. by E. by E. The middle part continuing from the same. The latter part strong breeze and squally weather employed as usual. at 8 a.m. saw the Island of Guadaloupe running South W. at 10 a.m. bearing S.W. true about 20 miles dist. Lat. - " " 29° 45' N. Long. 117° 53' W.

at 4 P.M. Lat. 29° 17' N. Long 117° 11' W.

under all sail strong breeze from the N.W. steering S.E. by E. by E.

Sunday Oct. 24. 182.

These 24 hours begins with stiff breeze from the N.W. ship under all sail steering S. by E. at 6 P.M. the double reef the fore top sail sail. took in the main top gal sail, at 8 going S. by E. by log. in middle and latter part light wind and pleasant weather. Lat. 28° 11' N. Long. 115° 46' W.

Monday Oct. 25.

These 24 hours begins with light air from the N.W. ship under all sail steering S. by E. at 5 P.M. hauled up last. saw a small island bearing N. E. 30. dist. The middle part spoke Bark Cavallier. The latter part steered in for the land, saw nothing of it.

Tuesday Oct. 26.

These 24 hours begins with brisk breeze from the N.W. watches employed cleaning bone. The latter part continuing much the same. steering in for the island of Bevis, at 12. saw land 8 miles off.

Wednesday Oct. 27.

These 24 hours begins with fresh breeze from the N.W. ship steering by the wind, at and on the land at 3 P.M. went ship off shore in company with Bark Cavallier. The middle part headed off shore, under double reef top sails, at 4 a.m. kept the ship off E. S. E. watches employed drying bone, at 12 saw Lat. 27° 46' N.

Thursday Oct. 28.

These 24 hours begins with brisk breeze from the N.W. ship under all sail steering S. by E. at 4 P.M. the chains got the attention of the crew, at 6 P.M. came to anchor in 7 fathoms water, in St. Bartholomew bay, at 6 P.M. Oct. Lat. 27° 46' N. Long. 114° 34' W.

Friday Oct. 29.

These 24 hours begins with good weather all hands employed coopers duty. this day put a boat steered in the beach, for refusing duty, and other misconduct, his name is Philip Wilcox a black man was shipped at a house, for a season.

Thursday, Oct. 30, '52.
This day commencing with good weather till about midnight
coasting Oil. Thompson. Hadley, Dr. William Millington
deserted. The middle and latter part continuing the
same.

Friday, Oct. 31.
These 24 hours begin with a fresh breeze from the N.W.
ship at anchor. In company with the Curacao and getting
on all hands employed cooping.

Saturday, Nov. 1.
These 24 hours begin as usual, all hands employed
cooping Oil. In middle and latter part
continuing much the same.

Sunday, Nov. 2.
This day finished cooping, sent the boat off
mutton and fishing, and with light air and
calm, no chance to go out.

Monday, Nov. 3.
This day begins with brisk breeze from the
N.W. no chance to go out. The middle and latter
part continuing much the same.

Tuesday, Nov. 4.
These 24 hours begin with strong breeze from
the N.W. and no chance to get out. The middle
part remains the same.

Wednesday, Nov. 5.
These 24 hours begin with strong breeze from the
N.W. ship at anchor. The middle and latter
part light air and calm. This day shipped several
the Stapling, as well as other. A ship Cooper, from
board the Curacao, of Providence, at 11.2 a.m. got
under weigh and steamed out to sea.

Thursday, Nov. 6.
These 24 hours begin with moderate breeze from the
N.W. ship under all sail steering to the south. At
1.30 a.m. a steam ship bound to the South, at
1.30 a.m. spoke back Curacao. hauled her four
the night. The middle and latter part strong breeze
from the N.W. ship under single reef top sail.
According to the land 10 miles off. At 2.46. - 11.30.

Monday, Oct. 7th 52

These 24 hours begins with moderate breeze from the N.W. ship under all sail, steering S.E. by E. saw a fine bark at sun set hauled by the wind to the Westward, at 7 double reef the top sails. The middle and bottom part moderate breeze ship under all sail heading to the Eastward.

Tuesday, Oct. 8th

These 24 hours begins with light breezes from the Northward ship under all sail heading in shore in company with the Bark Carver. The middle and bottom part light airs and calms, watches employed in ship duty. Lat. 45° 51' N. Long. 113° 33' W. Sun 4 last.

Wednesday, Oct. 9th

These 24 hours begins with light airs from the S.W., steering by the wind to the S.E. at sun down saw and loomed for a school of blackfish. To no purpose Lat. 45° 51' N. Long. 113° 31' W.

Thursday, Oct. 10th

These 24 hours begins with brisk breezes from the N.W. ship under all sail heading in shore, at 4 P.M. raised Whales off the star beam 5 miles off chased them until dark with the ship, going S.E. but the ship under short sail; lay aback the night, at day light set all sail saw Whales on the weather bow, proved to be hump backs, at 7 steering off S.E. by E.

Friday, Oct. 11th

These 24 hours begins with moderate winds from the N.W. ship under all sail steering S.E. by E. at 2 P.M. hauled by the wind to the N.E. The middle and bottom part continuing much the same, watches employed in ship duty, saw nothing of note.

Saturday, Oct. 12th

These 24 hours begins with a strong breeze from the N.W. ship under all sail steering to the S.E. at 10 saw Land 3 miles off.

Sunday, Oct. 13th

These 24 hours begins with a moderate breeze from the N.W. at 10 P.M. calm. Saw a Bark to windward of sun set - proved to be the S. H. Dakinman

Friday Nov. 19. 51

These 24 hours begins with light sailing and from
the N.E. the ship under all sail heading South
saw 3 small Islands on the weather beam bearing
N. of E. true, dist. about 15 or 20 miles, sent the
main Royal yard and sail aloft.

Saturday Nov. 20.

These 24 hours begins with light air and calm
land in sight and a full rigged Brig. The middle and
latter part continuing the same. watches employed in
ships duty. this day changed the fore top sail.
Lat. 17° 48' N. Long 109° 48' W.

Sunday Nov. 21.

These 24 hours begins with moderate winds from
the N.E. the ship under all sail steering S. by E.
The middle and latter part fine pleasant breeze
from the N.E. steering S. by E. at 7 a.m. saw whales
breaching. 12 points off the stern bow 8 miles. ran for them
heaved her with main yard abaft the bows kept her
close. at 10 a.m. raised them again 2 hours back
Lat. 15° 38' N. Long 109° 47' W.

Monday Nov. 22.

These 24 hours begins with fine pleasant breeze from
N.E. the ship under all possible sail steering
S. by E. the middle and latter part continuing the
same. watches employed in ships duty.
Lat. 14° 52' N. Long 107° 45' W.

Tuesday Nov. 23

These 24 hours begins with squally weather
accompanied with plenty of rain. ship by the
wind the middle and latter part winds backing
Lat. at noon 12° 54' N.

Wednesday Nov. 24

These 24 hours begins with backing light winds
from all quarters. at 8 a.m. tacked ship to
the N.E. the middle and latter part strong
breeze from the S. E. the ship under all
sails steering by the wind to the N.E. watches
employed in ships duty.

Lat 11° 47' N. Long 106° 13' W.

Thursday Oct 28/52

These 24 hours begins with strong breeze from the S.W. ship under top sails. Steering by the wind up S.E. watches employed in sundry jobs. By day at work sailing. The middle part continues much the same. The latter part ship under all sail watches at work on the tug. Lat. 10° 42' N Long. 104° 57' W.

Friday Oct 29/52

These 24 hours begins with brisk breeze from the S.W. ship under all sail heading S.E. The middle and latter part continues the same. Lat. 8° 42' N Long. 103° 55' W.

Saturday Oct 30/52

These 24 hours begins with brisk breeze from the S.W. ship under all sail steering by the wind to S.E. by S. watches employed in ships duty. The middle part wind calm to S. the latter part wind light from the S.W. The weather drizzly. Lat. 7° 44' N.

Sunday Oct 31/52

These 24 hours begins with light baffling wind and calm, accompanied with rainy weather. Ship under all sail. The middle and latter part continues the same. Lat. 6° 15' N Long. 101° 16' W.

Monday Nov 1/52

These 24 hours begins with calm and light air from the S.W. with a southerly swell sea and easterly current. The middle and latter part calm. Lat. 5° 44' N Long. 100° 16' W.

Tuesday Nov 2/52

These 24 hours begins with calm weather and light air in various jobs about the ship. By day at work. Breeze from the S.W. at 7 P.M. had a light breeze from the S.E. The middle and latter part strong breeze and sea accompanied with plenty of rain. Wind calm to S.W.

do note this day page

and note

to observation.

Wednesday, Dec. 1. 1854
These 24 hours begin with strong breezes from
the South. The weather squally. Ship under top sail
and main top gal. sail. The middle part continues
the same. The latter part winds more steady
from the S. S. E. watches employed in ship's duty.
Lat. 6° 10' N. Long. 104° 45' W.

Thursday, Dec. 2.
These 24 hours begin with strong breezes from the
S. S. E. Ship under all sail heading S. W. S. S. W.
watches employed as usual. The middle part continues
much the same. The latter part heading S. W. by W.
watches employed repairing main top gal. sail.
Capt. S. at work caulking and varnishing sternboard.
Lat. 6° 10' N. Long. 104° 54' W.

Friday, Dec. 3.
These 24 hours begin with brisk breeze from the
S. S. E. Ship under all sail heading S. W. by W.
except at work on a main top gal. yard. The
middle and latter parts continues much the same.
Lat. 6° 55' N. Long. 104° 04' W.

Saturday, Dec. 4.
These 24 hours begin with brisk breeze from
the S. S. E. Ship heading S. W. at 6 P.M. squally.
The middle part continues the same. The latter part
winds more steady. watches employed as usual.
Lat. 7° 27' N. Long. 104° 06' W.

Sunday, Dec. 5.
These 24 hours begin with brisk breezes from
the S. S. E. Ship under all possible sail steering
by the wind to the S. W. at 7 P.M. up S. S. E.
and nothing. The middle and latter parts continues
the same. Ends with fine weather. Ship heading
S. by W. down nothing.

Lat. 8° 10' N. Long. 103° 19' W.

1st January
107° 45' W. S. S. E.

Monday Dec. 7. 1842.

These 24 hours begin with a fair pleasant breeze from the S.E. ship under all possible sail steering by the wind to the S. by W. saw nothing of note. The middle part continuing the same. The latter part watches employed in ship's duty, saw nothing.

Lat. 10° 45' S. Long. 108° 14' W.

Tuesday Dec. 8.

These 24 hours begin with brisk breeze from the S.E. ship under all sail steering by the wind to the S. by W. The middle and latter parts continuing much the same. watches employed cleaning ship &c.

Lat. 9° 48' S. Long. 109° 43' W.

Wednesday Dec. 9.

These 24 hours begin with brisk breeze from the S.E. ship under all possible sail heading S. by W. watches employed as usual. The middle and latter parts continuing the same. saw a ship steering S. by E.

Lat. 6° 18' S. Long. 110° 39' W.

Thursday Dec. 10.

These 24 hours begin with brisk breeze from the S.E. ship under all sail heading S. by E. saw nothing. The middle and latter parts continuing much the same. ship up S. by E. off S. by E. watches employed in various jobs. saw, Lat. 5° 18' S.

Friday Dec. 11.

These 24 hours begin with slight breeze. The weather rather squally. ship heading S. by E. to S. by W. saw nothing. The middle part the same. The latter part watches employed in ship's duty. ship heading S. by E.

Lat. 4° 18' S. Long. 111° 36' W.

Saturday Dec. 11.

These 24 hours begin with moderate trade from the S. by E. to East. ship under all sail heading S. by E. S. by W. employed paring cabin, watches worked cleaning crew work. The middle and latter part rather squally. took in 400 lbs and 200 lbs of water.

Lat. at noon 18° 04' S.

Monday, Dec 2/52

This 24 hours begins with variable weather at 8 A.M.
at 10 in the forenoon, sails ship heading S. by E. the
middle and latter continuing much the same ship under
all sail and nothing. at 12 S. by E. so on.
Lat. 33° 30' N. Long. 113° 30' W.

Tuesday, Dec. 3.

This 24 hours begins with brisk breeze from the
Eastward ship under all sail heading S. by E. sails
nothing. the middle continues the same. the latter part
variable winds blowing. watches employed as usual.
Lat. 31° 30' N. Long. 113° 34' W.

Wednesday, Dec. 4.

This 24 hours begins with light sailing winds at 8
A.M. had a fine breeze from the East. ship under
all sail heading S. by E. watches employed cleaning
iron work. The middle and latter part continues
the same. Lat. 31° 16' N. Long. 113° 35' W.

Thursday, Dec. 5.

This 24 hours begins with a fine breeze from the
East. ship under all sail heading S. by E. watches
as usual. the middle and latter part winds moderate
with fine weather ship heading S. by E. watches cleaning
and painting iron work and main mast. &c.
Lat. 31.30 N. Long 112.34

Friday, Dec. 6.

This 24 hours begins with moderate breeze from
the East. ship under all sail heading S. by E. watches
employed in ships duty. saw nothing. the middle
and latter part light winds from E. to S. by E. watches
employed painting spar. Lat. 33.14 N. Long. 113.41 W.

Saturday, Dec. 7.

This 24 hours begins with light air from the
S. by E. breeze lightening at 4 winds from the South
the middle and latter light and light from S. by E. to S.
the latter part strong breeze and cloudy weather
at 8 P.M. split the yet watches under head down
and with strong breeze from the S. by E. and clear weather
ship under all sail. Lat. 33.22 - 113.45. - 113.50-34.

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Thursday, Dec. 23. 52

These 24 hours began with a fine breeze from the N.E. to N. ship under top sail. heading E.S.E. watches employed painting ship out sides saw nothing. The middle and latter part light air and calm. watches employed as usual
Lat. 39° 10' N. Long. 115° 17' 2" W.

Friday, Dec. 24.

These 24 hours began with light air from the N.E. to N. ship under all sail heading by the wind watches employed painting. The middle part continuing light breeze the latter part watches employed as usual.
Lat. 39° 00' N. Long. 114° 11' W.

Saturday, Dec. 25.

These 24 hours began with light breeze from the N.E. to N. ship under all sail heading E.S.E. saw Black fish watches employed painting. at 5 finished killed a pig. for Christmas. The middle part - light air and calm. The latter part had a breeze from the N.E. around with light squalls. this day struck down and threw up galley. sent a man yard to the main and the old main forward. no other.

Sunday, Dec. 26.

begins with a light breeze from the N.E. to N. ship under all sail heading East. saw some porpoises. The middle part light breeze the latter part had a fine breeze from the N.E. to N. ship under all sail heading East. saw nothing.
Lat. 31° 10' N. Long. 112° 08' W.

Monday, Dec. 27.

These 24 hours began with a fine breeze from the N.E. to N. ship under all sail heading East. saw nothing. The middle and latter part, continuing much the same watches employed repairing fore top sail, at 10 a.m. moved in the fore wind at 11 a.m. saw nothing.
Lat. 33° 00' N. Long. 111° 00' W.

Thursday. Jan 7. 1853.
Began with brisk breeze from the S.W. ship under
all sail heading S. by E. at 6 o'clock saw hidden water
on the weather beam. The middle part wind from the
S.W. the latter part wind from S. by E. at 8 o'clock
saw ship to the S.W. at 9 o'clock to the south. watches
employed in ships duty. saw nothing left. calling to
look. Lat. 36° 44' N. Long 144° 38' W.

Friday. Jan 8.
Began with light breeze from the
Eastward. ship under all sail heading by the wind
S. by E. at 6 o'clock saw nothing. watches employed in ships duty.
The middle part continuing much the same. The latter
part fine breeze from the East. watches employed as usual.
Lat. 36° 33' N. Long 144° 31' W.

Saturday. Jan 9.
These 24 hours began with light breeze from the Eastward
ship under all sail heading S. by E. at 6 o'clock watches
in ships duty. The middle part up East. The latter
had a fine breeze from the S.W. saw a bark
on the weather beam. Sailing East. watches employed as usual.
Lat. 37° 11' N. Long 144° 34' W.

Sunday. Jan 10.
These 24 hours began with fine breeze from the
North. ship under all sail heading S. by E. saw
a bark on the weather beam. watches employed in ships duty.
The middle and latter part continuing fine breeze from
from the North. ship under all sail. watches employed in ships
duty. In the afternoon latter saw nothing.
Lat. 37° 11' N. Long 144° 34' W.

Monday. Jan 11.
These 24 hours began with fine breeze from the North
ship under all possible sail steering S.W. watches
in ships duty. The middle part continuing the same.
The latter part had a fine breeze from the N.W.
ship under all possible sail steering S.W. watches
employed in ships duty. saw nothing.
saw the day and night.

Lat. 37° 11' N. Long 97° 36' W.

Saturday Jan 15/53.

Begins with fine weather - winds from the S.E. ship under all sail steering by the wind to the S.W. at 7 P.M. Tacked to the N.E. by E. The middle part up to get the lower part strong breeze from the S.E. took in fly jib and fore & main top gal sails ship heading E. by S. Lat. 36-18. S.

Sunday Jan 16.

Begins with strong breeze from the S.E. at 8 A.M. took in the main top gal sails at 7 but single reef in the top sails ship heading East. The middle part up to get ship under double reef. The lower part strong breeze the weather cloudy ship under single reef top sails heading East. Lat. 36-4. S. Long. 75-15. E.

Monday Jan 17.

Begins with a brisk breeze from the S.W. at 8 A.M. ship under whole top sails & main top gal sail fly jib heading East at 7 P.M. strong breeze and dark boisterous weather. The middle part thick drizzly weather. The lower part more moderate ship under all sail heading E. by S. Lat. 36-16. S. Long 75-44.

Tuesday Jan 18.

These 24 hours begins with strong breeze from the S.E. ship under all sail. The weather drizzly at 8 P.M. took in the light sail at 4 ship under double reef top sails heading E. by S. Cooper at work repairing the lowermost part; the middle part continuing much the same. The lower part more moderate ship under all sail heading E. by S. and nothing watchy employed in ship duty. Lat. 36-34. S. Long 75-57. E.

Wednesday Jan 19.

These 24 hours begins with a brisk breeze from the S.E. ship heading East. watches employed in mending jibs and several pieces of tops. The middle part rather but continues much the same at 6 A.M. took in sail & going to adapt the weather beam.

Lat. 36-34 S. Long. 75-43. E.

Thursday Jan. 27. 1853
 This day began with a fair breeze from the south
 and under all sail commenced at 10 A.M. the first
 sail ahead. at 1 P.M. took on the light sail and under
 the wind reaching at 6 P.M. some different shores. at 9 P.M. were
 ship to the westward. at 8 A.M. were ship to the S.E. at day
 light kept the ship off for the passage. at 8 A.M. calmed. at
 1 P.M. ship close in with the Island of Carakina, several
 ships in company. Lat. 30.28. S. Long. 154.

Friday Jan. 28.
 This day began with light breeze from the S.W. ship
 under all possible sail steering up the bay for Salakhuano
 at 4 P.M. came to anchor in 4 fathoms water muddy bottom.
 so much. a list of men discharged at the port of Salakhuano
 February 7. 53.

by mutual consent of parties

| | |
|---------------------------------|-----------------------------|
| Joseph. Larson | Chas. William. Officer |
| Deserted | Chas. Carter. Officer |
| February. 7. 53. at | George Carleton. Boat. etc. |
| and James. Hall a native of the | James. W. Jackson. Steward |
| Salakhuano. | Patrick. Woods. Steward |
| | Edward. Cook. |
| | William. E. Smith. Cooper |

Saturday Feb. 10. 53.
 at 9 A.M. got the ship under weigh and stood out to sea bound
 to the Arctic Ocean on schock. star. at 12 over the Island of
 Carakina. Lat. 30.28. S. Long. 154. all hands employed
 stowing, unloading, and chaining. getting the boat ready for use
 Lat. 30.28. S. Long. 154.

Sunday Feb. 11.
 This day began with light breeze from the S.W.
 ship under all possible sail steering N.W. by the weather
 employed in ship duty. saw the ship Rodman ahead
 at 1 P.M. kept off at 10. the wind shifted and the ship
 took breeze from the S.E. at 4 P.M. saw a ship
 sailing. at 10 A.M. saw a ship steering. by the wind
 to the Eastward. so ends this day and page

Lat. 30.19. S. Long. 154.28. S.

Thursday Feb. 20/53.

These 24 hours begins with a brisk breeze from the S.E. ship under all sail steering N.W. & S.W. watches employed in fore top gal. sail, and fore top mast shudding sail. The latter part ship under all sail, does nothing.

Lat. 26° 22' S. Long. 70° 12'.

Friday Feb. 21.

These 24 hours begins with strong breeze from the S.E. ship under all sail steering N.W. & S.W. at 4 P.M. passed a square rigged brig, under double reef top sail by the wind. The middle part strong breeze split fore top sail fore top gal. sail, and fore top mast shudding sail. The latter part watches employed repairing and bending sails.

Lat. 27° 10' S. Long. 77° 39' W.

Saturday Feb. 22.

These 24 hours begins with a brisk breeze from the S.E. ship under all sail steering N.W. & S.W. watches employed in ship duty. The middle and latter parts winds more moderate. Lat. 26° 56' S. Long. 79° 26'.

Sunday Feb. 23.

These 24 hours begins with brisk breeze from the S.E. ship under all sail steering N.W. by at 5 P.M. saw the Island of Australia, bearing N.W. by N. 4 N. by compass. The middle part equally accompanied with rain. The latter part moderate breeze watches employed usual. Lat. 24° 22' S. Long. 77° 53'.

Monday Feb. 24.

These 24 hours begins with moderate breeze from the S.E. ship under all possible sail steering N.W. by N. watches employed in sundry jobs about the ship. The middle and latter part continuing much the same. Lat. 22° 22' S. Long. 80° 41'.

Tuesday Feb. 25.

These 24 hours begins with moderate breeze from the S.E. ship under all sail steering N.W. by N. watches employed in sundry jobs about the ship. The middle and latter part the weather continuing much the same does nothing.

Lat. 21° 31' S. Long. 81° 45' W.

Thursday, Feb. 26. 1882.

These 24 hours begin with moderate breeze from the S.W. ship under all possible sail steering N.W. by N. all hands employed in ship duty. The middle and fore part continuing with the same wind nothing noteworthy employed in ship duty. Lat. 19° 44' S. Long. 83° 15' W.

Friday, Feb. 27. 1882.

These 24 hours begin with moderate breeze from the S.W. accompanied with cloudy weather. Ship under all possible sail steering N.W. by N. The middle and fore part continuing the same. Lat. 17° 40' S. Long. 83° 33'.

Saturday, Feb. 28. 1882.

These 24 hours begin with a light breeze from the S.W. Ship under all possible sail steering N.W. by N. The middle and fore part the weather continuing the same. all hands employed darning down top mast, and getting a new one. at 7 am. saw a bark ship steering by the wind, at 8 the bark kept up in chase of us at 10 the bark too. for her the bark came down within 4 or 5 miles of English colors, hauled by the wind again, kept to ship off course again. Lat. 16° 35' S. Long. 83° 23'.

Sunday, March 1. 1882.

These 24 hours begin with a fine breeze from the S.W. steering N.W. by N. all hands except getting a new one top mast, and getting a fore yard. The middle and fore part continuing the same. all hands employed as usual. Lat. 14° 14' S. Long. 84° 22' W.

Monday, March 2. 1882.

These 24 hours begin with a fine breeze from the S.W. all hands employed darning down top mast and fore yard, and fore part employed darning up fore part mast and fore yard, and darning other jobs. no wind.

Lat. 13° 14' S. Long. 84° 22' W.

Thursday, April 3rd 58

These 24 hours begins with a fine breeze from the S.E. ship under all possible sail steering S. by E. watches employed taking up rigging fishing line yard the fore part finished the fore yard and it a light ship under all sail steering S. by E. watches employed in ship's duty.

Lat. 8° 00' N. Long. 87° 25' W.

Friday, April 4th 58

These 24 hours begins with a fine pleasant breeze from the S.E. ship under all possible sail steering S. by E. watches employed as usual. Capt. B. at work taking a whale boat at 7 P.M. steered S. by E. 1/2 E. the middle and later part weather continuing the same breeze.

Lat. 10° 09' N. Long. 87° 17' W.

Saturday, April 5th 58

These 24 hours begins with a fine breeze from the S.E. ship under all possible sail steering S. by E. watches employed in ship's duty. The middle and later part continuing the same. Capt. B. at work making last rail for the mast. steering course S. by E. 1/2 E.

Lat. 11° 00' N. Long. 91° 17' W.

Sunday, April 6th 58

These 24 hours begins with a fine pleasant breeze from the S.E. ship under all possible sail steering S. by E. 1/2 E. at 10 P.M. saw a school of black fish going quick. The middle part continues the same. the later part light breeze with passing clouds and fine rain.

Lat. 8° 00' N. Long. 92° 48' W.

Monday, April 7th 58

These 24 hours begins with a moderate breeze from the S.E. ship under all sail steering S. by E. 1/2 E. the middle and later part continuing much the same. watches employed as usual. to end

Lat. 7° 00' N.

Tuesday, April 8th 58

These 24 hours begins with moderate breeze from the S.E. ship under all possible sail steering S. by E. 1/2 E. watches employed as usual. the middle and later part more steady.

Lat. 6° 31' N. Long. 96° 48' W.

Sept

Wednesday, Oct. 11, 1838.

These 24 hours begins with a moderate breeze from the S.W. with a large swell from the S.W. at 11. P.M. evening ship under all sail steering N. by E. by S. watches employed in ship's duty. The middle and fore part containing the dunes. Lat. 51° 11' S. Long 111° 11' W.

Thursday, Oct. 12.

These 24 hours begins with a moderate breeze from the S.W. ship under all sail steering N. by E. by S. watches employed in ship's duty. Saw nothing of account. To end Lat. 51° 27' S. Long 111° 38' W.

Friday, Oct. 13.

These 24 hours begins with a brisk breeze from the S.W. ship under all sail steering course N. by E. by S. watches employed picking over potatoes and dunes after 10. The middle part containing the dunes. The fore part watches employed picking cutting potatoes. Lat. 51° 40' S.

Saturday, Oct. 14.

These 24 hours begins with a fine breeze from S.W. to S.E. ship under all sail steering N. by E. watches employed picking cutting potatoes. The middle and fore part containing the dunes. The fore part watches employed cutting potatoes. Lat. 51° 48' S.

Sunday, Oct. 15.

These 24 hours begins with squally weather, accompanied with clouds of rain. Ship under all sail steering N. by E. at 11. The fore part containing the dunes. The middle and fore part watches employed picking cutting potatoes. Lat. 51° 54' S.

Monday, Oct. 16.

These 24 hours begins with light squally weather with from all quarters, and clouds of rain. The middle and fore part watches employed picking cutting potatoes. The fore part watches employed picking cutting potatoes. Lat. 52° 04' S.

Tuesday, March 13

These 24 hours begins with a fine breeze from the S.E. ship under all possible sail steering N.E. by E. the weather squally. The watches employed in ship duty, the middle and latter part the weather more steady with a fine breeze from the S.E. Lat. 4. 44. N. Long. 115. 41. W.

Wednesday, March 14

These 24 hours begins with a fine breeze from the S.E. ship under all sail steering N.E. by E. watches employed in ship duty, same as before. The middle and latter part continuing much the same. Lat. 4. 43. N. Long. 117. 14. W.

Thursday, March 15

These 24 hours begins with a fine breeze from the S.E. ship under all sail steering N.E. by E. The middle and latter part continuing much the same. Lat. 4. 42. N. Long. 118. 14. W.

Friday, March 16

These 24 hours begins with a fine breeze from the S.E. ship under all sail steering N.E. by E. The middle and latter part continuing much the same. watches employed in ship duty. Lat. 4. 41. N. Long. 120. 54. W.

Saturday, March 17

These 24 hours begins with a fine breeze from the S.E. ship under all possible sail steering N.E. by E. watches employed in ship duty. The middle and latter part continuing much the same. Lat. 4. 40. N. Long. 122. 55. W.

Sunday, March 18

These 24 hours begins with a fine breeze from the S.E. ship under all possible sail steering N.E. by E. The middle part rain the latter part fine weather. Lat. 4. 39. N. Long. 125. 23. W.

Lat. 4. 38. N. Long. 128. 23. W.

Wednesday, Mar. 21. 33

These 24 hours begins with a fine & pleasant breeze from the E. S. E. ship under all possible sail steering N. E. & the middle part sailing with light breeze. The fore part had a fine breeze watches (up in ship) but at 10th. S. Long. 138° 50' W.

Thursday, March 22.

These 24 hours begins with a moderate breeze from the Eastward the weather inclining to be rain. Ship under all sail steering N. E. & the middle part continuing much the same. The fore part fine weather.

Lat. 8° 40' N. Long. 138° 30' W.

Friday, March 23.

These 24 hours begins with a light breeze from the E. S. E. ship under all sail steering N. E. & the middle part sailing with light breeze. The fore part good weather (watch up in ship) usual. Lat. 8° 40' N. Long. 138° 40' W.

Saturday, Mar. 24

These 24 hours begins with a light breeze from the E. S. E. ship under all sail steering N. E. & the middle part sailing. The fore part continuing much the same. At 10th. on the rising of the sun.

Lat. 8° 40' N. Long. 137° 50' W.

Sunday, March 25.

These 24 hours begins with a moderate breeze from the Eastward the weather stormy; at 10th. had the wind E. S. E. and squalls. The middle and fore part wind more steady. Saw a number of schools of cow fish and several black fish, was by myself usual. Lat. 8° 40' N. Long. 137° 40' W.

Monday, Mar. 26.

These 24 hours begins with a light breeze from the Eastward ship under all sail steering N. E. & the middle part sailing with light breeze. The fore part continuing much the same. At 10th. on the rising of the sun, saw nothing. Watch up in ship usual.

Lat. 8° 40' N. Long. 137° 30' W.

Thursday April 27th

Head 24 hours begins with a fine breeze from
the Eastward ship under all sail steering N. by E.
at 10 P.M. some up at 11 P.M. the middle and fore
part continuing much the same and nothing
L.H. 1-3 P.M. Long 141-35 N.

Friday April 28th

Head 24 hours begins with a light breeze from
the Eastward ship under all sail steering N. by E.
the middle and fore part continuing much the
same, watches employed in various jobs about the
ship. L.H. 1-3 P.M. Long 146-47 N.

Saturday April 29th

Head 24 hours begins with a very light breeze
from the Eastward ship under all sail steering
N. by E. the middle and fore part light and
watches employed as usual.
L.H. 1-3 P.M. Long 148-48 N.

Sunday April 30th

Head 24 hours begins with a light breeze from
the Eastward ship under all sail steering N. by E.
the middle and fore part squally, and raining.
L.H. 1-3 P.M. Long 149-49 N.

Monday May 1st

Head 24 hours begins with squally weather with
breeze from the Eastward ship under all sail steering
N. by E. the middle and fore part continuing much
the same, watches employed in ship's duty. Breeze
this day and night.
L.H. 1-3 P.M. Long 151-50 N.

Tuesday May 2nd

Head 24 hours begins with squally weather with
breeze from the Eastward ship under all sail steering
N. by E. the middle and fore part continuing the
same. Ship's watches employed as usual. Breeze
ship under all sail steering N. by E.

Wednesday May 3rd

3

Thursday Oct 21st 1858.

These 24 hours again with squally weather accompanied with rain and a heavy sea from the S.W. Ship under all sail steering West. The wind at 10 o'clock was S.W. by S. The water for some miles, water was mixed making out Casks making for one and some in the L.H. 3rd S.W. Long. 156° 58' W.

Friday Oct 22nd 1858.

These 24 hours again with a fine clear sun and windward ship under all sail steering West. The middle and water was continues the same. Saw nothing. Lat. 3° 45' N. Long. 158° 58' W.

Saturday Oct 23rd 1858.

These 24 hours again with squally rain weather. S.W. by S. look in to S. by S. and S. double reefed. Sails hauled by the S. to the South. Blowing strong. The middle and moderate in water part fine muddy. Lat. 3° 49' N. Long. 159° 07' W.

Sunday Oct 24th 1858.

These 24 hours again with a fine clear sun and windward ship under all sail steering S.W. by S. at 10 o'clock at 10° kept off the S. at 8 o'clock in the night S.W. hauled on. with the main yard about 15° middle and moderate. The water was clear muddy. Blowing strong. The wind on the water. 8 miles and at all times was strong. off the horizon and on shore with a couple. (Area is 10 miles to the S.W. from the island. is 30 miles to the S. and 10 miles to the S. on the road. in the distance is the S. 10° 15' N. Long. 159° 26' W. and the sea was calm at 10 o'clock.

Monday Oct 25th 1858.

At 10 o'clock the wind was S.W. at 9 o'clock at 10° of wind from the South. The middle and water was light softening wind from S.W. to S. by S. water was mixed in various parts about the ship.

Lat. 4° 58' N. Long. 159° 26' W.

Thursday, April 7, 1863

These 24 hours begin with light baffling winds from the Eastward ship under all sail steering about N. The weather variable, watches employed as usual. at 7 P.M. hauled up 2 P.M. the middle part continues the same the latter part cloudy with light baffling air L.A.B. 22. 1 P.M. at noon.

Friday, April 8.

These 24 hours begin with light baffling winds accompanied with thick rainy weather. winds from S.W. to S.E. the middle part continues much the same. the latter coming with calms. at 8 a.m. moved all at last for back pier came on a hard small boat, came on board. with good weather at 11. 7 P.M. 12. 1 P.M. 12. 1 P.M.

Saturday, April 9.

These 24 hours begin with a fine breeze from the S.E. ship under all sail steering S.P.M. at 4 P.M. the weather squally winds from the Eastward, and showers of rain. the middle and latter part continues a good breeze. watches employed in various jobs about the ship at 11. 12. 1 P.M.

Sunday, April 10.

These 24 hours begin with a fine breeze from the Eastward ship under all possible sail steering S.P.M. at 7 P.M. had the wind S.E. the middle and latter part rainy weather winds from S.E. to S.W. no observation.

Monday, April 11.

These 24 hours begin with thick rain squally with winds S.W. at 7 P.M. hauled by the wind with the main yard aback. the middle part thick with little or no wind the latter part light breeze from the S.E. when nothing watches employed in ship's duty at 11. 12. 1 P.M. 12. 1 P.M.

Thursday April 12 1853.

These 24 hours begins with a light breeze from the N.E. ship under full sail steering N.E. & W. weather much as usual. This day saw a great deal of fine day but trace, at 11 A.M. showed the middle and lower part were busy watches employed in ship duty.

Lat. 18° 58' N. Long. 165° 36' W.

Friday April 13.

These 24 hours begins with brisk breeze from the N.E. the weather rather equally ship under full sail steering N.E. & W. the middle part continues much the same. The lower part winds more steady with falling clouds. watches except as usual. 167° 58'.

Lat. 19° 54' N. Long. 168° 21' W.

Saturday April 14.

These 24 hours begins with a fine breeze from the N.E. ship under full sail steering N.E. & W. watches except in various jobs about the ship. The middle and lower part continues the same. 171° 58' W.

Lat. 18° 53' N. Long. 170° 44' W.

Sunday April 15.

These 24 hours begins with a fine brisk breeze from the N.E. ship under full sail steering N.E. & W. watches except as usual. The middle and lower part continues a strong breeze ship under full sail going 1000.

Lat. 17° 31' N. Long. 174° 00' W.

Monday April 16.

These 24 hours begins with a strong breeze ship under full sail steering N.E. & W. watches except as usual. The middle and lower part continues much the same. Lat. 14° 59' N. Long. 177° 12' W. 211.

Tuesday April 17.

These 24 hours begins with a fine breeze from the N.E. ship under full sail steering N.E. & W. watches except in ship duty. The middle part continues the lower part strong. Breeze from the N.E. & W. ship under full sail steering N.E. & W. this day around the

Watches continue

Lat. 30° 00' N. Long. 179° 47' W.

Tuesday, April 19.
These 24 hours begins with a strong breeze from the
E. N. E. ship under all sail steering N. E. by E.
bad sea on at 6 P.M. hoisted up the 1st boat.
The middle and later watches continuing the same. watches
employed in sundry jobs about the ship.
Lat. 22° 42' N. Long. 177° 17' E.

Wednesday, April 20.
These 24 hours begins with a strong breeze from the
E. N. E. ship under all sail steering N. E. by E.
heavy sea on at 6 P.M. hoisted up the 1st boat and later
watches continues a fine trade breeze watches employed
filling traces, saw nothing worth note.
Lat. 24° 33' N. Long. 174° 32' E.

Thursday, April 21.
The 24 hours begins with a moderate breeze from
the E. N. E. ship under all sail steering N. E. by E.
watches employed coopersing. Bread & Flour in the middle
and later part light winds at 7 a.m. hoisted up the 1st boat on
black ship. at 9 a.m. came on board. ends with a light
breeze from the E. N. E. watches employed in ship's duty.
Lat. 25° 21' N. Long. 173° 51' E.

Friday, April 22.
These 24 hours begins with a moderate breeze from
the E. N. E. ship under all sail steering N. E. by E. at
6 P.M. winds N. E. watches emp^d as usual. this day
repaired the boat. the middle part wind lost. the later
part winds light from the E. N. E. with fine weather watches
employed repairing main top, gal. sail.
Lat. 26° 42' N. Long. 170° 51' E.

Saturday, April 23.
These 24 hours begins with a light breeze from the E. N. E.
ship under all sail steering E. N. E. by E. watches emp^d
repairing main top, gal. sail. the middle and later
part light sailing breeze from all quarters. watches
employed in various jobs about the ship.
Lat. 27° 14' N. Long. 170° 14' E.

Thursday April 24. 53.
These 24 hours begins with a light breeze from the S.W. C.
watches employed in ship deck. Light breeze
and Calm breeze at 7 P.M. Light breeze from the
S.W. C. The middle and lower part Calm but down in the
day. Lat. 27. 20. N. Long. 107. 45. W.

Friday April 25.
These 24 hours begins with light breeze from the S.W. C.
but continues the same the lower part light breeze from the S.W. C.
watches employed in various jobs about the ship.
Lat. 27. 53. N. Long. 107. 15. W.

Saturday April 26.
These 24 hours begins with a light breeze from the S.W. C.
Ship under a full possible sail showing at 10 P.M. weather
dark as usual. The middle and lower part light. The lower part
light breeze from the S.W. C. ship heading to the South.
Lat. 28. 57. N. Long. 108. 29. W.

Sunday April 27.
These 24 hours begins with a light breeze from the
North. Ship under all sail showing to the wind to
the N.W. at 7 P.M. at 8 P.M. the middle and
lower part breeze from the N.W. C. when not covering
the lower part as employed in ship deck.
Lat. 28. 32. N. Long. 108. 31. W.

Monday April 28.
These 24 hours begins with a strong breeze from
the S.W. C. with a heavy swell from the S.W. C. ship
under all sail heading at 8 P.M. at 8 P.M. lower part
at 10 P.M. good. The middle and lower part from the S.W. C.
the lower part moderate breeze from the S.W. C. and by
the day. Lat. 28.

Tuesday April 29.
These 24 hours begins with a moderate breeze
from the S.W. C. ship under all possible sail. Heavy
at 10 P.M. watches employed taking up the lower part
and large quantities of whale feed. The middle and
lower part winds from the South. Ship under all sail
showing at 10 P.M. lower part of whale feed.
Lat. 28. 45. N. Long. 108. 52. W.

Thursday, 6 May 8.

These 24 hours began with a strong gale from the S.W. The vessel under single reef up sails, and being in the forenoon the foremast, main and mizzenmast. The middle part continued to blow from the foreward ship under single reef up sails, and heading S.W. at 10. Several rain squalls, around.

Lat. 43° 11' N. Long. 108° 18' E.

Friday, 7 May 8.

These 24 hours began with a moderate breeze from the foreward ship under single reef up sails, and being in the forenoon the foremast, main and mizzenmast. The middle part continued to blow from the foreward ship under single reef up sails, and heading S.W. at 10. Several rain squalls, around.

Lat. 45° 40' N. Long.

Saturday, 8 May 8.

These 24 hours began with a strong breeze from the foreward ship under single reef up sails, and being in the forenoon the foremast, main and mizzenmast. The middle part continued to blow from the foreward ship under single reef up sails, and heading S.W. at 10. Several rain squalls, around.

Sunday, 9 May 8.

These 24 hours began with fresh gale from the S.W. The vessel under single reef up sails, and being in the forenoon the foremast, main and mizzenmast. The middle part continued to blow from the foreward ship under single reef up sails, and heading S.W. at 10. Several rain squalls, around.

Monday, 10 May 8.

These 24 hours began with strong gale from the S.W. The vessel under single reef up sails, and being in the forenoon the foremast, main and mizzenmast. The middle part continued to blow from the foreward ship under single reef up sails, and heading S.W. at 10. Several rain squalls, around.

Lat. 46° 00' N. Long. 108° 00' E.

Monday, May 11/53

These 24 hours begins with strong breeze from the N.E. ship under double reef top, sails, steering to the wind to the N.E. watches completed. Saw some a small Sparrow at 7 P.M. set the main sail, at 8 P.M. in the middle of it, N.E. the latter part ship under single reef and top, sails. Strong breeze from the N.E. with gusting clouds. Lat. 48° 30' N. Long. 155° 00' W.

Tuesday, May 11.

These 24 hours begins with strong breeze from the N.E. to east, accompanied with snow squalls. at 8 P.M. put the ship under double reef top, sails, at 8 P.M. in jib. the south end of Bessie Island, bearing S.W. 1/2 S. 15 miles dist. the middle part continuing back to the line, at 11 P.M. were S.W. 1/2 S. 1/2 E. at 12 P.M. were to the North, at 8 P.M. passed a ship, steering to the N.E. 15 miles on our weather beam. Lat. 49° 00' N. Long. 155° 30' W. at 8 P.M.

Wednesday, May 12.

These 24 hours begins with a brisk breeze from the N.E. ship under single reef top, sails, and top, sails at 8 P.M. passed our partner well down to leeward of 60 fathoms to the N.E. at 7 P.M. the north end of Secha kotan bore N. 1/2 E. 15 miles. The middle part right sailing wind. The latter ship close in with top, sails with a strong breeze from the N.E. at 8 P.M. Lat. 49° 00' N. Long. 155° 45' W. at 8 P.M.

Friday, May 13.

These 24 hours begins with strong breeze from the N.E. ship under single reef top, sails working them the passage at 8 P.M. put the ship under double reef top, sails, look in jib and main sail, at 10 P.M. reef top, sails, blowing strong. The middle part another from the passage again. The latter part ship under close reef top, sails and courses, working up to the passage. made with strong breeze, from the N.E. and, could weather? saw nothing of our partner to day.

Saturday, 6 Aug. 81, 55.

The 24th was the weather began to improve a little but
 single up top sails, at 5 P.M. passed to the south of the
 Island of Laysan, at 7 P.M. with the 1st. the weather better
 ship under single up top sails, and made 40 good miles. The
 middle and lower part light colored from the 1st. of the
 in sight, and passed at five miles. - 24th June 1846.
 Lat. 46° 20' N. Long. 154° 22' W.

Monday Aug. 16.

March 24. Breeze began with a light breeze from the
S.W. and soon all passed the land showing by the wind
to be a B.W. ship in sight at 10 AM. The B.W. ship
sighted and with light baffling made from 10 AM to 11 AM.
At 11 AM Capt. L. went on board of ship & March 25th saw
4 ships.

Just 24 birds seen with a light breeze from the N.E.
This under all last season's S.E. in company with others.
The weather cloudy. The middle part of the day
is in the same quiet calm with light breeze from the
N.E. to the S.W. 44° 49' etc.

Guadalupe College

Then at 12 hours began with a light air from the S.W.
 At 12.12 a hake whale came up along side. I went
 all 4 boats from him & his board got through the whale
 took the whale to the ship at 1.15. finished cutting
 1.15. Snow squall. at all visible sail. backed
 to the S.W. at 2.15 minutes out up at 3.15. off ship. The
 water part light air and calm. 3.15. Sun 152-24.6.
 at 4.15. 5.15. 6.15. Long 152-24.6.

Восемьдесят пять.

There at several points with light air and calm one
 ship in light, another single sailing vessel, some at 10.00
 had a light breeze from the N.W. with beautiful weather
 at 11.00. The middle part containing much the
 same, at 12.00. had a brisk breeze from N.W. &
 the sea was sometimes a mile & a half with
 cloudy weather. Saw a large American
 painted black with a red throat around

Thursday May 19/53.

These 24 hours begins with a brisk breeze from the S.E. ship under all sail steering N by E. at 7 P.M. a bark & private on our lee quarter. The middle last built comes from the S.W. The latter part moderate wind and cloudy weather. Saw 2 ships.

Friday May 20

The 24 hours begins with light backing air from North. At 7 P.M. last built ship, to the S.W. S ships in sight. Calm until 4 past 8 a.m. then had a breeze from the N.W. The latter part fine breeze from the S.W. steering N by E. 2 ships in sight at 9 a.m. saw and ran for a bark. The weather cloudy. Lat 54 54. N. Long 149 15. E. watches employed boiling.

Saturday May 21

These 24 hours begins with a fine breeze from the S.W. ship under all sail steering N by E. watches employed boiling. The weather cloudy. 2 ships in sight at 7 P.M. passed to west piece of ice. at 8 took in top gal sails. put double reef in the 2nd sails. at 9 steered S.W. at 10 ship surrounded with ice. hauled by the wind to the S.W. the latter part strong breeze with thick heavy weather saw some ice around at 9 a.m. finished boiling.

Sunday May 22

These 24 hours begins with a brisk breeze from the S.W. the weather thick & foggy, and snow. ship under double reef top sails. heading East. a bark in sight. The middle part light air and calm. at 2 a.m. had a breeze from the S.W. steering by the wind to the S.W. saw nothing up with a bark. saw some ice. Lat 54 54. N. Long 149 31. E.

Monday May 23

These 24 hours begins with a moderate breeze from the S.W. ship under all sail heading N by E. at 7 P.M. passed a carcass. at 8 past 2 saw a ship coming N. at 6 looked 2 boats from our head passed a small ship to windward passing down some thick back with the boat. the middle part calm to the last strong breeze at 10 to the S.W. Lat 54 56. N. Long 149 20. E.

Thursday, May 24, 1861

These 24 hours passed with a moderate breeze from
the westward and running along the ice in the direction
of the ice. At 10 a.m. saw a ship sailing at 6. which
passed to the ice. Saw no other. The weather was
clear and the sun at 10 a.m. from the ice. The ship
in the ice in company with some other ships and
sailing to the westward. 10 a.m.

Thursday, Aug. 23.

The 24 comes again with strong breeze from the East. The ship under all sail steering N. by E. & outward about 10 miles at 4 A.M. passed a carcass at 6 P.M. the greenish brown stain on the ice at 7 double reefed the top sails & by 8 went on board the Gen Washington. The bottom part of the iceberg went into the ice 5 miles back & lost track in the ice but the vessel of it. 3 ships in sight.

L. H. 5156. ch Long. 147. 27. 6.

Thursday, May 20.

These 24 hours begins with strong breeze from the N.W. & all
sailed on from the ice 2 miles down and down all
boats ran a head. The boat went on the shore filled
down the beach and 8 ships in sight, at 4 P.M. the shore was
the 20th sails. heading N.E. the middle part of and on the ice
part. 10th winds from the N.W. and 10th. at 10th under a
sail sailing by the shore to the N.W. sailing in
sight but ships and all.

Friday, Aug. 21. (C)

Last 24 hours again with a light breeze from the west
 which to the wind to the west. The logs by a storm, which the
 wind from the south. It hauled up the course, but in
 the light-land. The middle and other part the water
 thick, saw nothing of act.

26. *Scutellaria*, O. Kar. ed.

These I have begun with today's birds and their
weather & during the day. The middle part had
some snow from the B. N. H. the latter part showing more
from the S. W. C. surrounded with some clouds.
The snow was thick about in the river in a few
places but no wind did not come from it.
In the morning breeze, the ship left her place & went
down the river. To the S. W. C. by 10 A.M.

Saturday, May 14, 1854

These 24 hours began with a strong breeze from the N.E. ship under double reef. By midday wind off and in the ice saw 10 ships. at 3 P.M. passed the ship Sea. The Middle and latter part being busy from the N.E. ship under double reef. off and on the ice saw nothing to be seen.

Sunday, May 15

These 24 hours began with strong breeze from the N.E. ship. About midday went on board ship. No observation. The Middle and latter part continues much the same several ships in sight working up toward ice.

Tuesday, May 16

These 24 hours began with a fine breeze from the N.E. ship under whole top, sails working well to the ice several ships in sight. Ship Brighton & whale. To midday wind light the latter part light wind from the north and thick fog ship under whole sail working in toward ice this day no observation.

Wednesday, May 17

These 24 hours began with light baffling wind from N.E. to E. ship under whole top and main top yard sail, working toward the ice. at 7 P.M. ship in so thick could not work ship shortened sail let the ship lay, ran clear with the middle and latter part continues the same. at 12 noon clear away a little. Steamed on to the N.E. ship. Lat. 50° 15' N. Long. 15° 45' W.

Thursday, May 18

These 24 hours began with a light breeze from the N.E. ship working toward the ice to the N.E. ship. at 3 ship. some island having ship to 15 miles did not foggy or gales, was a number of houses signs. at 7 P.M. heavy fog, hauled by the wind the middle and latter part light air and calm ship working to the N.E. ship. some island bearing

N.E. 10 to 15 miles. nothing but sea all around. saw 3 ships to the south.

Friday, June 3. 1883.

These 24 hours begins with a light breeze from the eastward, ship under all sail working to the north at 7 P.M. pushed ship to the south. Sailed at 10 a.m. to the S.W. The middle part continues much the same. at 11 got into a clear space - hauled by cable & a.m. observed to the ship. The latter part a light breeze from the north. saw nothing of note.

Saturday, June 4.

These 24 hours begins with a light breeze from the eastward ship in the ice. saw a ship in an open space. The middle part worked out from the thick ice. the latter part saw a ship one body Jonas Island on the sea beam. saw nothing. Mor Lat. 56-28. N.

Sunday, June 5.

These 24 hours begins with a fair breeze from the S.W. Ship under all sail & ship in sight at 6 P.M. spoke ship, sea. and ship. The latter part continues the same. the latter part strong breeze from the S.W. at 11 a.m. saw a dead whale. at 12 we got the whale to the ship.

Monday, June 6.

These 24 hours begins with a moderate gale from the S.W. and bad sea on. all hands employed cutting at 6 P.M. finished cutting. ship under short sail. The middle part same moderate at 6 a.m. wind veered to the East. the latter part thick fog. watches employed boiling. ship under short sail.

Tuesday, June 7.

These 24 hours begins with moderate winds from the East. worked with thick fog. ship under short sail. watches employed boiling. The middle part continues the same. at 10 a.m. finished boiling. the ship under short sail. the weather dark. saw nothing. saw the sky overhanging with clouds. (P. 7)

Wednesday, June 8, '68.

These 24 hours began with light easterly winds from the Eastward. At 4 a.m. had a breeze from the N.W. at 4 a.m. but the weather broke & we lay under short sail. The middle part continues much the same. The latter part all hands were stowing oil in the fore hold & ship in sight. Lat. 56° 48' N.

Thursday, June 9.

These 24 hours began with a light breeze from the E.S.E. ship under all sail steering to the N.E. all hands were stowing oil. At 4 finished 3 ship in sight. Whaling. Saw several seals heads going quiet. At 8 A.M. loosed all 3 boats for whales at 9 came out set the boats. The middle and latter parts continues much the same. Saw 1 seal head close to the ship and ice. No ice.

Friday, June 10.

These 24 hours began with thick snowy weather winds from the Eastward ship close to the ice. went on board ship, & Menerva, got a cutting. Thimble at 8 set double reef top sails. heading S. S. E. The middle and latter parts continues the same. No observation.

Saturday, June 11.

These 24 hours began with thick weather winds from the Eastward ship under double reef heading off and on the ice. The middle and latter parts continues the same. Saw nothing.

Sunday, June 12.

These 24 hours began with thick fog and calms at 10 A.M. had a light breeze from the N.W. at 5 cleared up a little found that boat to be head but in only once. one ship in sight. The middle continues much the same. The latter part strong breeze from the N.W. to N.E. ship under double reef top sails. heading to the N.W. saw no whale did not loose.

Lat. 57° 26' N. Noon. Land in sight.

Wednesday, May 13, 1851.

These 24 hours began with a strong north wind ship
sail breeze heading N.W. in the forenoon, at 2 P.M.
more ship close in with the land. At 4 P.M. land between the
middle part more moderate. The latter part in shore with
the land. Some small ships. At 6 P.M. some small boats.
At 8 P.M. returned. Lat. 57° 45'.

Thursday, June 14,

These 24 hours began with a fine breeze from the S.W. &
and clear weather. Ship under all sail steering by the
wind to the S.W. at 6 P.M. passed 3 ships on the weather beam
to starboard. The middle part came up with the ice off and
on until morning. The latter part light air and calm
and several ships and boats. At 11 A.M. struck to
the starboard boat at 12 took the boats a long side
Lat. 57° 12'. N. Long 14° 25' W.

Friday, June 15,

These 24 hours began with light air and calm
all hands employed. Chasing and cutting. Some
plans of boats. One ship, a small one, to a whale
the middle set the work going. and broke a lot.
The latter part thick fog, making it difficult to see with
one boat at 11 broke the other.

Saturday, June 16,

These 24 hours began with light sailing air and calm
accompanied with thick fog. All hands employed sailing on a
day job. The middle and latter part weather continuing
much the same & boats in to the ice but nothing. & thick
in light & sailing. Lat. 57° 30' N.

Sunday, June 17,

These 24 hours began with calm and thick fog, and
nothing. The middle and latter part continuing much
the same set & boats into the ice. one boat crew about
steering down oil. saw 2 ships.

Monday, June 18,

These 24 hours began with a moderate breeze from the N.
& much thick fog. At 2 P.M. spoke ship O'Connell
of Liverpool. went aboard. At 4 P.M. did not see
the land the ice. The middle and latter part
foggy. At 11 ship in light. Lat. 57° 30' N.

Thursday June 19 / 53.

These 24 hours begins with a light breeze from the N.E. ship under all sail steering into the ice at 6 P.M. saw the (Florida) take 2 Whales alongside along to a French ship (George) at 7 o'clock the top sails at 8 set in a blunder storm with a plenty of rain 7 ships in sight in middle and latter part strong breeze from the N.E. ship heading N.E. thick.

Friday June 20.

These 24 hours begins with a brisk breeze from the N.E. thick foggy saw a number of killing at 2 P.M. saw 2 S.E. at 6 lighted up at 10 o'clock at 7 thick the middle and latter part continues thick foggy several ships steering N.E.

Saturday June 21.

These 24 hours begins with light breeze from the N.E. and thick at 8 P.M. clears away saw 6 heads hauled and chased until 9 o'clock saw plenty of Whales at 10 o'clock called all hands down the boat in to the ice at 9 came outboard got breakfast at 11 o'clock star boat went on to a Whale with lance and iron killed the Whale and lost it by the line drawing in the hatches saw plenty of Whales and ships.

Sunday June 22.

The 24 hours begins with a light breeze from the N.E. at 2 P.M. loosed and struck a Whale to the star boat iron cleaved at 6 P.M. struck a Whale to the star boat at 9 P.M. took the Whale to the ship set the block 8 ships in sight plenty of Whales in the ice at 6 P.M. commenced cutting the weather thick by this saw 1 Whale no other.

Monday June 23.

These 24 hours begins with light winds from the N.E. and thick foggy all hands employed cutting at 8 P.M. finished at 9 set the hatches saw a ship boiling the middle part patches employed boiling the latter part fine pleasant weather ship heading in from the N.E. saw 5 fine backs 8 ships in sight steering at 12 o'clock in to the ice.

Mer Lat. 55° 51' N. E.

Friday, June 24, '85.

These 24 hours begins with light breezes from the N. E. and cross weather. Ship remains along the ice. Saw a cutting at 8 P. M. loaned the Star boat. for Whales. my crew and some watches employed boiling. The middle part had a breeze from the south. The latter part fine breezes from the same quarter. at 10 a. m. saw a dead Whale in the ice at 12 Mer cleared down in the ice.

Saturday, June 25.

These 24 hours begins with a fine breeze from the south all hands employed cutting in. at 8 finished cutting. Made sail set the works going. Ship's Brother of Clansickett came down and sailed. In the last part fine breeze from the S. E. heading back to the ship's cutting. Lat. 56° 45. N.

Sunday, June 26.

These 24 hours begins with a light breeze from the N. E. Ship heading S. watches employed boiling. saw a number ships at 8 P. M. backed out of the ice. The middle and latter part light air and calm. Mer Lat. 56° 43. N.

Monday, June 27.

These 24 hours begins with light-buzzing air and calms. at 1 P. M. Cap. McGeorge came on board & watches employed boiling. at 4 P. M. saw a dead " loaned a boat took it to the ship cut it in. saved the head. The middle part saw 3 " boiling. The latter part all hands employed storing down and boiling at 7 one of the crew behaved in a disrespectful manner put him in irons. 6 of the men forward refused duty. put down of them in irons tied down of them in the rigging to warm their fingers. it did not take them long to make up their minds to go to work not with thick fog. ship under short sail heading East.

Tuesday June 28/58

These 24 hours began with moderate breeze from the S.W. ship under short sail heading E. all hands employed stowing down and boiling. At 9 the watches were ship to the S.W. the weather thick. The middle part continues the same. at 6 a.m. saw a dead whale look it to the ship at 8 M. commenced cutting. the weather thick and raining with a strong breeze and cutting winds S.W.

Wednesday June 29.

These 24 hours began with thick fog all hands employed cutting. at 8 finished. last part of the bone, the try works going. the latter all hands employed stowing down oil and boiling. saw 5 ships ends with light airs from the S.W. and thick weather ship heading S.W. no other.

Thursday June 30.

These 24 hours began with light airs and calm. the weather thick all hands employed stowing oil. The middle part continues much the same. the latter part thick drizzle rain weather all hands employed stowing oil and boiling. saw 1 ship.

Friday July 1/58.

These 24 hours began with a strong breeze from the S.W. all hands employed stowing oil and boiling. at 9 wore ship to the S.W. the middle part blowing strong and rugged watches employed boiling ship under short sail. The latter part thick weather watches employed as usual. saw 1 ship. Lat. 55-25. L.

Saturday July 2.

These 24 hours began with light airs and calm watches employed boiling. at 6 finished. the middle part continues the same all hands employed stowing oil in the afternoon 18 ships in sight & boiling. saw 1 ship. Lat. 55-20 July. Distance.

Thursday July 3. 1853.

These 24 hours began with a brisk breeze from the N.E. ship under all sail steering N.E. & all hands employed clearing down till in the afternoon at 7 finished. But the barometer fell & the weather under double reefed sails, all hands employed washing down. Mr. Colston's W.D. Officer, refused to work, and went ashore, on account of it being Sunday, and he thought one Danish was enough to do the work.

Friday July 4.

These 24 hours began with thick rainy weather. all hands employed washing down. Ship under double reefed sails, making all round the compass. The latter part with heavy rain. At 11 A.M. all hands employed cleaning down. Ship in the ice saw six boats at 7 bells saw a head. the weather thick by 10 bells. No Observer.

Saturday July 5.

These 24 hours began with a moderate breeze from the N.E. the weather thick. all hands employed cleaning down. At 11 A.M. finished with the ice. Under short sail. the weather port calm. the latter part had a breeze from the N.E. at 2 A.M. landed from the ship a boat with a small boat, went into the ice. and in sight of the Latt. 54° 25' N. Long 141° 28' W.

Sunday July 6.

These 24 hours began with a brisk breeze from the N.E. ship under all sail steering by the wind to the N.E. at 11 A.M. landed from the ship a small boat with a piece of a ship's bow. The middle and the back ship bow were the ice at 11 A.M. the ship's speeder came down and spoke. At 11 A.M. saw 2 ships. at 12 A.M. landed the small boat from the ship in the ice. saw nothing at 1 P.M. ship under all sail steering N.E. by the wind.

Latt. 54° 35' N. Long 141° 30' W.

Thursday July 7/38.

These 24 hours begin with a fine breeze from the S.W. ship under all sail steering by the wind to the S.W. at 5 P.M. went on board of the ship at 10 a.m. saw Mr. Dick. The first officer heard from home of my Mother's and second Dekey's death. The middle and lower part light breeze ship under all sail steering to the Eastward. Land in sight and 5 ships in the S.W. by N. Long 141° 40' E.

Friday July 8.

These 24 hours begin with a light breeze from the Eastward ship under all sail steering West. watches employed repairing top mast. Day sail at 4 P.M. changed the fore top sail. at 6 P.M. the weather drizzle. The middle part covers away set down top sail. The lower part moderate breeze from the S.W. ship under all sail steering West. ships in sight close to the Tahiti, bearing S.W. by S. Lat. 13° 12' N. Long 139° 10' E.

Saturday July 9.

These 24 hours begin with a light breeze from the S.W. ship under all sail 24 ships in sight 3 bells at 8 P.M. heading S.W. by S. The middle and lower part light baffling winds from all quarters the weather pleasant.

Sunday July 10.

These 24 hours begin with a light breeze from the S.W. ship under all sail steering in for the land. Several ships in sight at 8 P.M. saw a ship clew down. Land 8 miles dist. The middle and lower part light air ship close in with the land sent 2 boats ashore but the larboard chain broke at 10 P.M.

Monday July 11.

These 24 hours begin with a light breeze and under weather boats in chains of 100 lbs. in each. at 7 a.m. board 2 boats went on shore. Several ships in sight close a fine whale going quick.

Sunday. July 17th

These 24 hours begins with light air and calm, and thick fog, and plenty of whales all round the ship. But did not take any, all round.

Monday. July 18th

These 24 hours begins with a light air from the Eastward and thick fog, at 2 P.M. struck a whale to the star boat, and lost a line, at 6th loosed 2 boats chased and landed 2 whales, the weather thick as mud, land 5 miles off, the latter part all hands employed whaling. No Cuds.

Tuesday. July 19th

These 24 hours begins with light air and calm, plenty of whales in the ice, and plenty of ships after them. Star boat killed 2 and lost, the latter part continuing much the same.

Wednesday. July 20th

These 24 hours begins with light air and calm, all hands employed whaling, star boat killed 2 whales in the ice, the middle and latter part thick fog.

Thursday. July 21st

These 24 hours begins with a light breeze from the Eastward, at 1 P.M. loosed all 3 boats, star boat struck and killed, and dragged from a boat, chased at 10 P.M. returned to the ship. The latter loosed and chased at 11 A.M. star boat struck and killed a whale lay by the whale 5 hours before any one got sight of me.

Friday. July 22nd

These 24 hours begins with a brisk breeze from the South, star boat lying by a dead whale, at 8 past 5 P.M. took the whale to the ship and cut it in, the latter part loosed and chased at 11 A.M. in thick fog, weather employed sailing saw down one, taken a whale.

John A. Edwards & Whaling.

Monday July 23/88

These 24 hours began with thick fog and heavy
scurvy boats of ice chains of shales at 8 P.M.
came on board the ship watches misty being
the outer part. Thick fog. Ship in the ice. and
calm. at 12 let up a little. saw a number of seals
one cutting.

Tuesday July 24

These 24 hours began with light air and thick
weather. at 6 P.M. cleared up at 8 saw a dead
blake a long ways off at 11 took it along side. and cut
it in at 6 a.m. finished. and at the morning
with clear weather.

Wednesday July 25

These 24 hours began with light air and calm
saw a few whales in the ice. at 4 P.M. one
of the Marine Thruwa came alongside. J. M.
at 7 P.M. looked for whales. at 8 P.M. returned
no double reef top sails were hoisted sailing
the middle part coming back the same the bottom
part calms and thick fog. at 12 were ship off shore
saw a land east to the ship.

Thursday July 26

These 24 hours began with a thick fog and calm
at 8 P.M. a heavy body of ice came in from
North to get the ship through. but could not. at
8 P.M. had 20 fathoms water found bottom. were
shouldered over fast. in a few minutes had 10 fathoms
had the anchors not ready to let go. with very little
chance of doing any good. at 9 P.M. saw a rock about
a cable's length of ship solid in the ice and working
in there gradually in a few minutes had 4 fathoms
very narrow bottom. let go the larboard anchor
with 45 fathoms chain. in 15 minutes passed the chain
out the turning of the tackle the ship swept away by
the rocks. with the ice. until the ice opened a
little and a little on the ship with light air from
all winds and thick rain weather. at 1 P.M. saw
the ship from the rocks. and saw ice all round
and the land on the horizon. from 6 to 10 P.M.

Wednesday July 26/33

Clearing storm, thick fog and rain. There was only one day, and that was to put the ship under way and start it and over it she went. Some part of the bottom of the copper and sheathing of the lower part of the hull was washed off. With a change of wind, and loss of anchor and 30 fathoms, chain, ends with of some, weather badly employed splitting some of the ship's sailing.

Wednesday July 27/33

These 24 hours begin with calm weather, calm, clearing some, at 6 P.M. saw and 3 boats, fair. At 7 P.M. returned. The middle part continues much the same. The latter part all hands employed doing but did the main ends with fair success from the 1st to the 2nd part of the day.

Thursday July 28/33

These 24 hours begin in a fine breeze from the N.W. ship under all sail all hands employed. At 8 finished. The middle and strong breeze. The latter part light air and calm. Saw 1 whale going quick. Saw a bar in the middle of the windward watches employed in sailing some.

Friday July 29/33

These 24 hours begin with light air and calm weather, employed in sailing. At 7 P.M. finished. The latter part continues much the same. This to be 11 P.M. of the phantoms. Sailed 23. Ship in light & sailing. Saw 1 whale going quick.

Saturday July 30/33

These 24 hours begin with a strong breeze from the N.W. ship heading N.W. at 4 P.M. finished. Ship close in with the main land. Sailed 2 boats in the morning. The latter part continues the same.

Sunday July 31/33

These 24 hours begin with strong breeze from the N.W. ship under all sail working to windward. The middle part light air. The latter part light air and thick fog. At 11 P.M. came to anchor in 9 fathoms water.

Monday, Aug. 1. 1851

These 24 hours began with calm and thick fog. Ship at anchor. at 10.30 light up and saw several Whales in shore at anchor. at 11.30 foggy and whales around the ship, leaved and chased until 3 came on board landed up. at 12.30 P.M. at 3 a.m. called out sailors moved and chased at 7 in foreward with a whale. at 11 got the ship to the whale.

Tuesday, Aug. 2.

These 24 hours began with 2 boats of the Charles of Whales the boat crew and ship keepers cutting in, at 8.30 finished, turned the star boat at 8.30 P.M. the boats returned. The latter 3 boats of after whales at 11 a.m. struck 3 whales and killed them a long way from the ship by marks a going.

Wednesday, Aug. 3.

These 24 hours began with a strong breeze from the S.W. at 6 P.M. star boat came on board. left 2 boats with 3 dead whales about 10 miles. at 8 took the anchor started in for the boats. taken to boat to get to the whales anchored in 4 fathoms, about 1/2 of the whales at day light sent the star boat to help get the whales. came on a strong breeze and dead side could not get the whales to the ship. at 12 finished killing all 3 boats of with the whales.

Thursday, Aug. 4.

These 24 hours began with strong breezes from the N.W. the boats towing whales, at 8 P.M. the star boat came on board. left the first make with 2 whales at anchor. the 2nd make towing another. the middle and bottom part continuing the same. lost 3 whales and all of the crew.

Friday, Aug. 5.

These 24 hours was day employed cutting in whales.

Saturday, Aug. 6.

These 24 hours with 3 whales.

Sunday, Aug. 7.

These 24 hours with 3 whales. star boat having 2 dead whales.

Monday Aug. 8.

These 24 hours began with light air and calm. All of the boats of in chase of Whales ship, Richard sailing, at 4 P.M. struck and killed a Whale in the starboard the middle and latter parts might catch and killing.

Tuesday Aug. 9.

These 24 hours began with light air and calm. Several boats of ship to whale, at 10 A.M. got in the tooth ship, and by employed cutting and killing. Ship at anchor.

Wednesday Aug. 10.

These 24 hours began with light air and calm. The middle part employed killing, 2 Whales a long side at day light. Stiff breeze from the E. S. E. called all hands commenced cutting, at 3 A.M. Capt. Holt came on board a few minutes, at 11. finished cutting, set all hands to work clearing decks and lashing. At 12 finished lashing. At 1 P.M. put 2 reefs in the top sails, and started them round to the E. and a strong current setting W. S. W. no chance to get under way.

Thursday Aug. 11.

These 24 hours began with a strong gale from the N. E. ship at anchor with 90 fathoms of chain out, in 40 fathoms water, 6 miles off shore, at 4 past 12 the ship struck on the bottom, heavy, sounded and 2 fathoms wind increased, to a close reef top sails brace and the side running at the rate of 4 knots, and 40 fathoms from the shore 2 fathoms of water, not chance to get the ship under command at 1 P.M. the ship striking heavy fore and aft, at 2 the gale fell and blowing came up astern, and was driving the vessel, ship labouring hard with a heavy deck load, at 4 all hands left the ship for the shore, which we reached in safety. The middle part blowing heavy, and with rainy weather, the latter part moderate rain with a high surf on the beach, at 10 water a bit lower the ship bottom.

Friday, Augst. 12th

at 6 P.M. got on board the ship with 2 boat crews. Secured the ship would float at high water. Secured the anchors had 4 feet water. at 7 commenced getting, drawing up the anchors at 9 ship under canvas. and at 10 pumps agone. ship dragging on the bottom. at 11 a light breeze from the N.E. at 2 a.m. the tide turned. came too, in 4 fathoms. the later part, thick weather and a stiff breeze, at 11 forced the ship, ~~the bottom all sand~~ employed clearing up deck and hurrying.

Saturday, Augst. 13th

these 24 hours began with a strong breeze from the N.E. and thick rainy weather. got the pump on deck. ship making 5 inches ^{water} an hour. at 7 the weather begins to moderate, but continuing thick and rainy. 7 fathoms water at high water, 90 fathoms at low water. the later part strong breeze from the N.E. at 11 a.m. took the anchors with the jib and spinnaker hauled off shore, with the boats going.

Sunday, Augst. 14th

these 24 hours began with strong breeze from the N.E. the weather clear, at 1 P.M. came to anchor in 8 fathoms. brought up with 90 fathoms chain. the Daberman under weigh went on board, a few minutes, at 5 P.M. the cabinet came up on board. at 9 returned the latter part continues strong breeze at 9 a.m. got the rudder over board, and hauled it, at 12 the ship under weigh, steering to the eastward sailing.

Monday, Augst. 15th

these 24 hours began with a light drizzling rain from the N.E. at 1 P.M. had a breeze from the N.E. at 1 P.M. at 1 P.M. backed to the N.E. at 4 P.M. sailed sailing. the middle part passed sailing. the later part strong breeze in the after watch. passed west through a strait and narrow, which is to the south of the Antarctic island.

Wednesday, Aug. 16, '08

These 24 hours begin with a light breeze and
breeze from the N. E. at 10 A.M. boat struck a whale by the
cable, brought a whole light back the whale alongside
cut it in, cooper at work taking up sheets.
saw no more whales.

Thursday, Aug. 17

These 24 hours begin with a light breeze from
all quarters, star boat in chain of whales.
at 6 P.M. calm came to anchor in 17 fathoms.
Harbour Island bearing, about N.E. 3 miles. Food
made repairing ship deck. The latter part thick
all hands employed stowing oil between decks.
Ship at anchor.

Friday, Aug. 18

These 24 hours begin with moderate weather
at 10 A.M. sent 2 boats for whale work under
boiling. Ship's Cabin cut King and boiling
and the last of the waterman's soap.

Saturday, Aug. 19

These 24 hours begin with strong breeze from
the S.W. got under weigh to go in to the harbour
side wind ahead came too in 15 fathoms. the
weather thick and rainy.

Sunday, Aug. 20

These 24 hours moderate breeze from the west
morning to the eastward. at dark came too in 18 fathoms
the night -

Monday, Aug. 21

These 24 hours calm and pleasant. Star boat
struck and then drawn. the boat struck and
and took the whale alongside and commenced
cutting.

Tuesday, Aug. 22

These 24 hours begin with light breeze. the star
and larboard boats got each a whale and brought
them to the ship and cut them in.

Monday Aug. 23. 1838.

Had very calm and pleasant weather. Employed boiling
heads of blubber. etc.

Tuesday, Aug. 24.

At land employed stirring oil barrels and boiling,
got nothing.

Wednesday, 25. Aug.

Employed cleaning oil. Found on shore, dried but
sprung back those to the ship. The boat fast to a
pole, came on deck by the whale and right and
out day but the whale.

Thursday, Aug. 26.

Employed cutting and boiling.

Friday, Aug. 27.

Began with calm and pleasant weather. A boat left
loaded with 8 boats for whale. Dried but struck and
dressed. The boat struck and took the whale to the ship.
The boat a large whale with the dried boat and went
on board. The boat having another whale, shot in the
and came on and weather, as day light the
dried boat cut from the whale. At 10 a.m. got
on board. Nothing to be seen of the whale, would in morning
and had the In ship drag in. Lower on to the island
the anchor caught brought the ship up with the whale
now. From the ship, to prevent making chain. The
killed just before the boat.

Saturday, Aug. 28.

Had a heavy fog with a strong breeze from the N.W.
and up the anchor, and at all times in island of
L. Boat. Brought on shore the weather being foggy. Put
the first rope to the fore leg. And lowered the ship into
the harbor island.

Sunday, Aug. 29.

Had moderate sail between harbor side and shore.
We saw the ship landed working in the harbor.
At 10 a.m. went to the shore. The dried boat at
10 a.m. a large whale found the shore and
threw the whale, we got there and the whale came
to land. At 11 a.m. the whale was found and taken.

Thursday, Sept. 1st.
The 2nd room began with fine weather and
fine day, at 8 P.M. saw the same whale that the
vessel was sent to the day before. Found the whale
was at 8. struck the whale and killed it. at 8 P.M.
the crew got to the ship. The Middle part
strongly gales with cutting.

Friday, Sept. 2nd.
The 2nd room began to transfer and take under
boiling and clearing up duty.

Saturday, Sept. 3rd.
The crew and pleasure boat whale found that some
striking & whale killed one one took one to the
ship and cut it in.

Sunday, Sept. 4th.
The crew and pleasure boat whale found that some
striking & whale killed one one took one to the
ship and cut it in.

Monday, Sept. 5th.
The crew and pleasure boat whale found that some
striking & whale killed one one took one to the
ship and cut it in.

Tuesday, Sept. 6th.
The crew and pleasure boat whale found that some
striking & whale killed one one took one to the
ship and cut it in.

Wednesday, Sept. 7th.
The crew and pleasure boat whale found that some
striking & whale killed one one took one to the
ship and cut it in.

Wednesday Sept. 13.

at 10 o'clock sailed for the north, and
getting up the ship. at 10 o'clock.

Thursday Sept. 14.

These 24 hours began with a moderate breeze from the
N.W. and cloudy weather, at 5 a.m. calmed all hands
not under weigh for the N.W. winds, but, drifting
in the day land several fish coming in for the day,
caught out three Salmon and, several, many
other crabs and sea urchins.

Friday Sept. 15.

These 24 hours began with variable breezes and pleasant
weather, mostly employed in view of the ship, which was
at last steering east. The middle area in the back
contains much the same.

Saturday Sept. 16.

These 24 hours began with strong breeze from the N.W. the
weather thick, and sea on, the middle area was
not more moderate.

Sunday Sept. 17.

These 24 hours began with wind from the N.W. the
weather with a heavy swell on, much cloudy, the middle
part much the same, the latter containing many
fish, saw several. Several, during the day.

Monday Sept. 18.

These 24 hours light falling winds ship making
the on the wind way, saw many of birds, and fish
watched as usual.

Tuesday Sept. 19.

These 24 hours all kind of weather with the west
of wind, the fishing very little.

Wednesday Sept. 20.

These 24 hours began with light breeze from the
N.W. with fine pleasant weather, which was
all possible and pleasant. N.W. the middle area was
partly containing the same. saw a whole lot of
off the weather, but, in every direction.

Last of the day Sept. 21.

Thursday Oct. 6.

These 24 hours begins with strong gales from the S.W. ship hoisted. Tending N.W. at 2 P.M. the wind came to the Westward, and moderately, at 4 P.M. bore up E by N with a single reef main top sail, and main top gal sail, at 7 light winds from the Westward and heavy swell on, the middle part very moderate, in afternoon weather more and drizzly, winds South, steering E by S. No observations.

Friday Oct. 7.

These 24 hours begins with a brisk breeze from the S.W. The weather thick, at 4 P.M. wind came to the S.W. ship under all possible sail steering E by S. saw nothing, the middle and latter part of the winds from the S.W.

Saturday Oct. 8.

These 24 hours begins with light winds from the Westward, with dark cloudy weather, and a little rain steering E by S. The middle part very calm, to the Northward with a swell from the Eastward, saw ship at 12 noon, at 12 noon of S.W.

Sunday Oct. 9.

begins with brisk breeze from the S.W. ship under all sail heading South, the weather cloudy, at 3 P.M. turned ship to the N.W. at 6 P.M. breeze on average with rain, took in the light sails, but double reefing in the top sail, at 11. took in the main top sail, at 2 a.m. wind shifted to the S.W. so set a fore reef top sail, the latter part strong gales from the S.W. steering E by S.

Monday Oct. 10.

These 24 hours begins with strong gales from the S.W. at 6 P.M. the wind came to the S.W. and moderates, the middle and latter part winds light and backing, weather hazy, heavy swell, our water employed making out bread and butter.

Lat. by alt. 36° 38' Long. 173° 38' E.

Tuesday Oct. 11. 1853.

These 24 hours begins with light, sailing winds from S.W. to S.E. the weather looking bad at 7 P.M. took in the light sails, the middle part strong gale accompanied with heavy rain. at 1 a.m. ship under close reef main top sail leading S.E. at 4 past 5 a.m. the wind shifted to S.W. with a heavy sea from the S.E. ship labouring hard. at 11 a.m. the sea more regular kept the ship off E. by S. under close reef top sails. no observation.

Wednesday Oct. 12.

These 24 hours begins with a S.W. wind but wind fresh. but the ship under a close reef main and double reef for top sails, sheered S.E. brooding heavy, at 3 p.m. going 16 minute an hour, at 4 P.M. set double reef main top sail. the middle part more moderate. set single reef and main top, gal. sail. the latter part brisk breeze and clear weather with passing clouds. ship under all sail Lat. 45° 11' N Long. 177° 45' E.

Thursday Oct. 13.

These 24 hours begins with a light breeze from the N.W. with clear weather. ship under all possible sail showing S.W. watches ample in ship deck. saw some flocks of gulls. the middle part continues much the same the latter part light air and calms. sent a main Royal ast. and set the sail. Lat. 44° 38' N Long. 177° 45' E.

Friday Oct. 14.

These 24 hours begins with a light breeze from the N.W. the weather cloudy. ship under all possible sail showing Royal. the middle part winds passed to the Eastward with rain. took in the light sails. but the ship under double reef top sails. at 4 a.m. some ship to the S.E. by S. at 6 took in jib. and main sail. at 8 took in the fore top sails. were reef the main sail in down.

Friday Oct. 14.

These 24 hours begins with a strong gale from S.W. N.E. accompanied with steady rain. ship under close reef main top sails and fore sails at 4 P.M. the gale abated. at 6 had a breeze from the S.W. some ship to the S.W. set double reef fore top sail and jib. at 8 wind S.W. and some ship ahead to the S.W. and some ship ahead to the S.W. Lat. 42° 47' N Long. 177° 45' E.

Wednesday Oct. 15. 1835.

These 24 hours begins with strong gales from the N.E. ship under double reef top sails. Shaving N.E. at 8 A.M. and single reef main top sail. Main top got East and jib, from 8 A.M. until 7 P.M. pumped 1835. Stroke, the middle part took away from the E.N.E. heading N.E. pumping 948 in an hour. at 5 A.M. Tacked ship to the N.E. by N. the latter breeze on. with dark heavy looking weather. employed fitting pump gear. No Lk.

Thursday Oct. 16.

These 24 hours begins with strong breeze from the E.N.E. with heavy looking weather. at 8 A.M. thick and raining close reef the fore and main top sails. at 5 took in jib and main sail. at 8 took in fore top sail and N.E. off N.E. on with strong gale and rain. weather

Friday Oct. 17.

These 24 hours begins with a strong gale from the E.N.E. ship under two reefing N.E. by N. at 6 A.M. were ship to the N.E. the latter part more moderate. ship under close reef top sails, jib and courses. The weather cloudy, watchy in sundry. Lat 41° 53' N. Long 177° 49' W.

Saturday Oct. 18.

These 24 hours begins with a brisk breeze from the N.E. ship under single reef top sails and main top got sail. Shaving by the wind N.E. by E. watchy employed taking some out on deck to dry. the middle part wind falling from E. N.E. to N.E. the latter part brisk breeze from the N.E. with a swell from the Eastward. ship under all sail steering E. by N. Lat 40° 31' N. Long 176° 12' W.

Sunday Oct. 19.

These 24 hours begins with a brisk breeze from the N.E. with cloudy weather and a head sea. sent the main Royal yard aloft and set the sail. also fore top, studding sail. Shaving E. by N. nothing in sight. weather hazy. the middle and latter part winds from the N.E. accompanied with flying clouds. ship under all possible sail. Shaving E. by N. watchy employed in ship duty. but nothing in sight this day and night.

Lat 39° 25' N. Long 175° 55' W.

Thursday Oct. 20. 53.

These 24 hours begins with a brisk breeze from the N.E. & the weather inclining to be squally. At 4 P.M. wind shifts to S.W. ship under all possible sail, steering E. by S. of cape. When sailing in the morning and when under way. Ship under double reef top sails. The weather looking bad. When sailing in the afternoon. Lat. 38° 20' N. Long. 176° 55' W.

Friday Oct. 21.

These 24 hours begins with fresh gales from the north accompanied with thick rainy weather. Ship under double reef top sails. At 4 P.M. took in the fore top sails above reef the main sheeted & S. E. heavy sea on plenty of water. The middle part blows and raining hard in squalls. The latter part wind more moderate with a very heavy sea. Lat. 37° 15' N. —

Saturday Oct. 22.

These 24 hours begins with fresh gales from the N.E. & heavy sea on. Ship under a double reef main top sail and fore sail. Steering S. E. & watches night repairing fore top sail. At 4 P.M. did a close reef fore top sail. The weather begins to moderate. The middle part wind calm & aft. the latter light air and calm, with a heavy swell. watches night in heavy gale. Lat. 36° 20' N. Long. 178° 15' W.

Sunday Oct. 23.

These 24 hours begins with light air from the N.E. & ship under all possible sail steering E. at 4 P.M. wind from the north. At 8 P.M. took in the fore top sail with a small breeze from the north. The middle part breeze on sea in the fore top sails at 5 P.M. under double reef in the fore top sails. Blowing strong, with clear weather. Lat. 35° 55' N. Long. 178° 55' W.

Monday Oct. 24.

These 24 hours begins with strong gales from the N.E. & ship under double reef top sails. Steering by the wind at 7 P.M. took in the main sail. At 11 P.M. opened the main sheet. The middle part blows strong in squalls and very rough at 5 P.M. wind shifted to the N.E. accompanied with plenty of rain. The latter part light air from the Southward with dark overcast weather. watches night repairing ship. No other action. A piece down with the shrouds. One of the sick men is turned to duty. —

Tuesday Oct 25. 33.

These 24 hours began with calm moonlight and dark overcast weather. watching employed pumping and getting out water. at 7 light air from the S.E. with rain. The vessel was under canvas. To W. bound. The latter part continuing drizzling clouds, weather. Ship under all sail steering E by S. to Port Antonio.

Wednesday Oct 26.

These 24 hours began with dark drizzly weather. and a more easterly wind. at 8 P.M. had a light breeze from the S.W. set four top mast. shudding sail. and main Royal. took the bar boat in on deck to repair. The middle part went on to the southward. with sharp lightning. The latter part with breeze from the S.E. ship under all sail. steering E by S. Mr. Perry at work repairing bar boat. weather haze. Lat. 32° 58' N. Long 158° 05' W.

Thursday Oct 27.

These 24 hours began with brisk breeze from the S.E. ship under all sail steering E. S. E. weather haze. saw nothing. at work repairing boat. The middle and latter part. stiff breeze from the S. S. W. with passing clouds. plenty of ship fairs around. did not catch any of them. Lat. 32° 58' N. Long 158° 08' W.

Friday Oct 28.

These 24 hours began with a moderate breeze from the S. S. W. ship under all sail steering by the wind to the S. E. nothing in sight. at 5 P.M. finished the repair boat. put her on the waist cranes. The middle part off E. S. E. the latter part light squalls accompanied with rain. ends with clear weather. saw nothing by lantern. 156° 10' W. Lat. 31° 59' N. Long 156° 09' W.

Saturday Oct 29.

These 24 hours began with a brisk breeze from the S.W. ship under all sail steering by the wind E. S. E. this day killed our old pet dog. The middle and latter part. continues much the same. saw nothing. at work repairing pump. heading E. and E by S. Lat. 31° 58' N. Long 153° 59' W.

Monday Oct. 30. 1853.

These 24 hours began with a fine breeze from the S.E. around with fine weather ship by the wind to the eastward, at work repairing pumps. The middle and lower part weather continuing much the same wind &c. as usual. Pumping 1438 strokes an hour — Lat. 31° 56. N Long. 153° 18. W.

Tuesday Oct. 31.

These 24 hours began with a brisk breeze from the S.E. and heavy swell from the N.W. ship under all sail heading E.N.E. at work on the pumps at 7 started to the S.W. at 10 backed backed to the Eastward. at 1 a.m. started to the S.W. by the S.W. the latter part continuing much the same finished the pump. got it again working every well. Lat. 31° 29. N Long 152° 58. W.

Wednesday Nov. 1.

This day and month begins with a light breeze from the S.E. ship by the wind to the S.W. at 7 the backed to the Eastward. The middle and lower part continuing much the same as usual. Lat. 31° 21. N Long 152° 55.

Thursday Nov. 2.

These 24 hours began with light shifting winds from the S.W. with light showers. The latter part light breeze from the N.W. ship under all possible sail steering S.W. by E. we were employed on board, saw nothing. Lat. 30° 54. N Long 151° 38. W.

Friday Nov. 3.

These 24 hours began with light equally weather winds from the S.W. at work washing down. The middle and lower part continuing much the same. The latter part light breeze from the N.W. ship under all possible sail steering S.W. by E. Lat. 29° 56. N Long. 151° 38. W.

Saturday Nov. 4.

These 24 hours began with a fine pleasant breeze from the N.W. ship under all sail steering S.W. by E. we were employed on board, saw nothing. Lat. 29° 56. N Long. 151° 38. W.

Sunday Nov. 5. Lat. 29° 56. N Long. 151° 38. W.

Thursday Nov. 5. 1864.

These 24 hours begins with a light falling breeze from the S. by E. to E. watches employed as usual. at 4 o'clock a fine breeze heading S. by E. in middle and later part winds S. by E. to S. E. watches employed as usual.

Lat. 27° 46. N. Long. 152° 58. W.

Friday Nov. 6.

These 24 hours begins with a fine breeze from the S. by E. the middle part continues much the same. The latter part winds came from the South at 4 a.m. hauled to the S. by E. ends with light breezes and cloudy weather. Lat. 27° 47. N. Long. 153° 47. W.

Saturday Nov. 7.

These 24 hours begins with light falling winds from the Southward ship by the wind S. by E. at 7 o'clock up at E. the middle part winds all round the compass and very quantity of rain. The latter part had a fine breeze from the S. by E. steady S. by E. watches employed as usual. Lat. 28° 17. N. Long. 152° 52. W.

12 miles West.

Sunday Nov. 8.

These 24 hours begins with a fine pleasant breeze from the South. ship under all possible sail steering S. by E. watches employed as usual. The middle part winds falling. The latter part had a fine breeze from the Eastward at daylight saw a ship off the lee quarter. at 8 a.m. said ship set a private signal. which I answered. still the ship kept her colours flying. at 9 a.m. bore up and ran across her stern and hailed ship Thomas & Co. Capt. A. Hugg. went on board. watches employed in ship's duty. Lat. 28° 33. N. Long. 153° 20. W.

Monday Nov. 9.

These 24 hours begins with a fine pleasant breeze from the S. by E. ship under all sail in company with ship Thomas & Co. at 4 o'clock came on board steered S. by E. the middle and latter part continuing a fine breeze from the S. by E. ship under all possible sail. steering S. by E. watches employed washing ship as usual this day and pages.

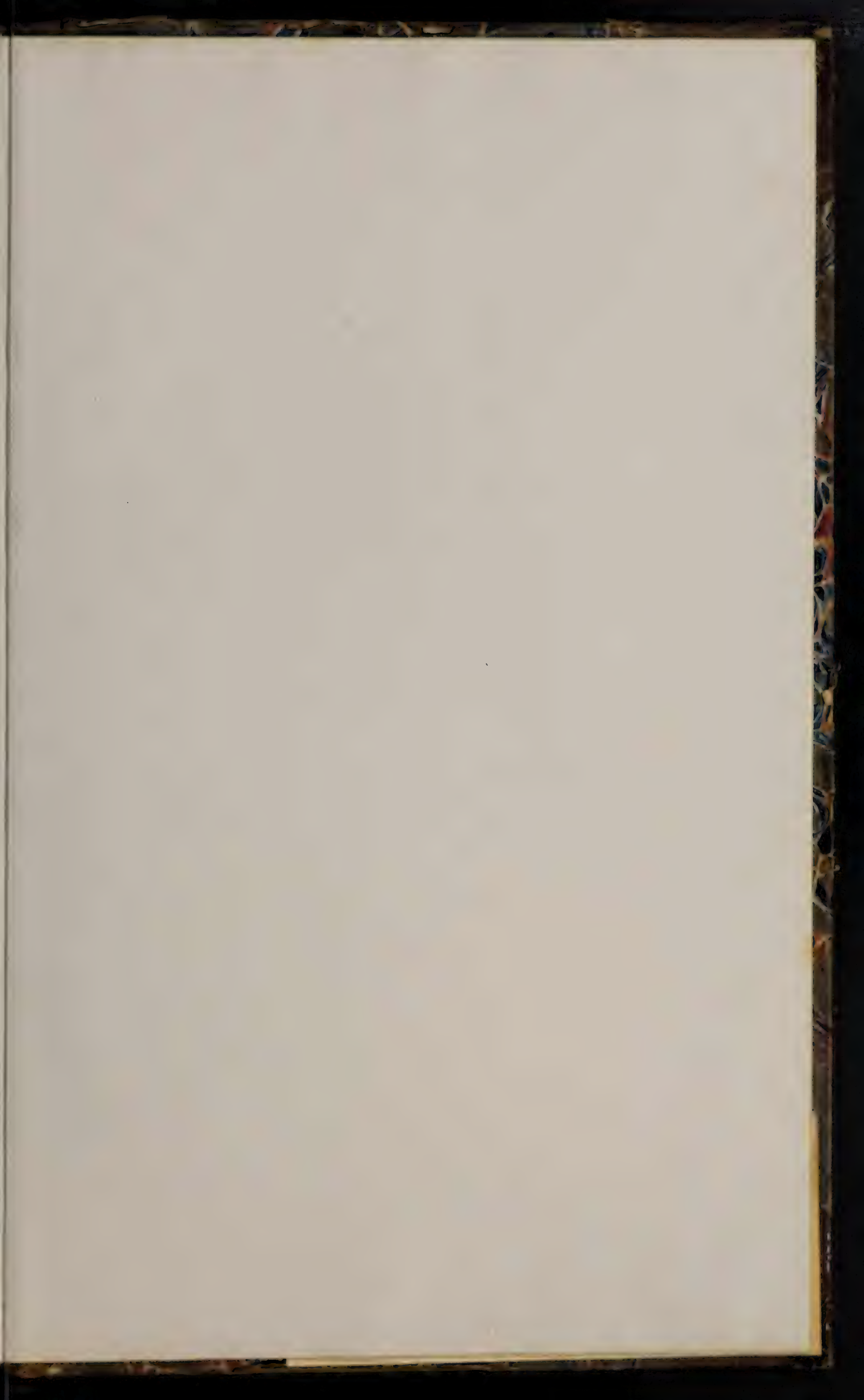
Lat. 28° 45. N. Long. 155° 31. W.

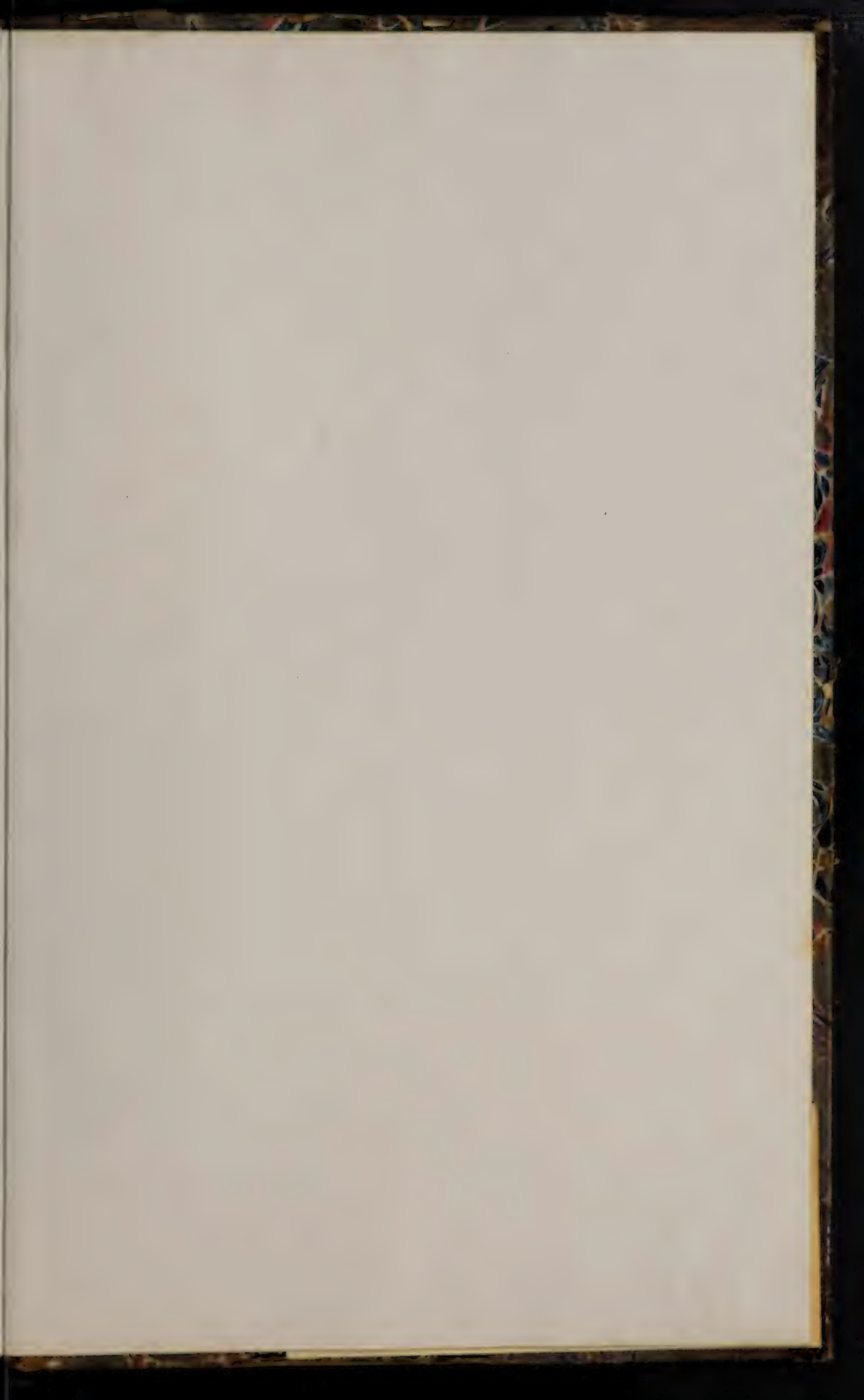
Thursday, Nov. 11. 1888.

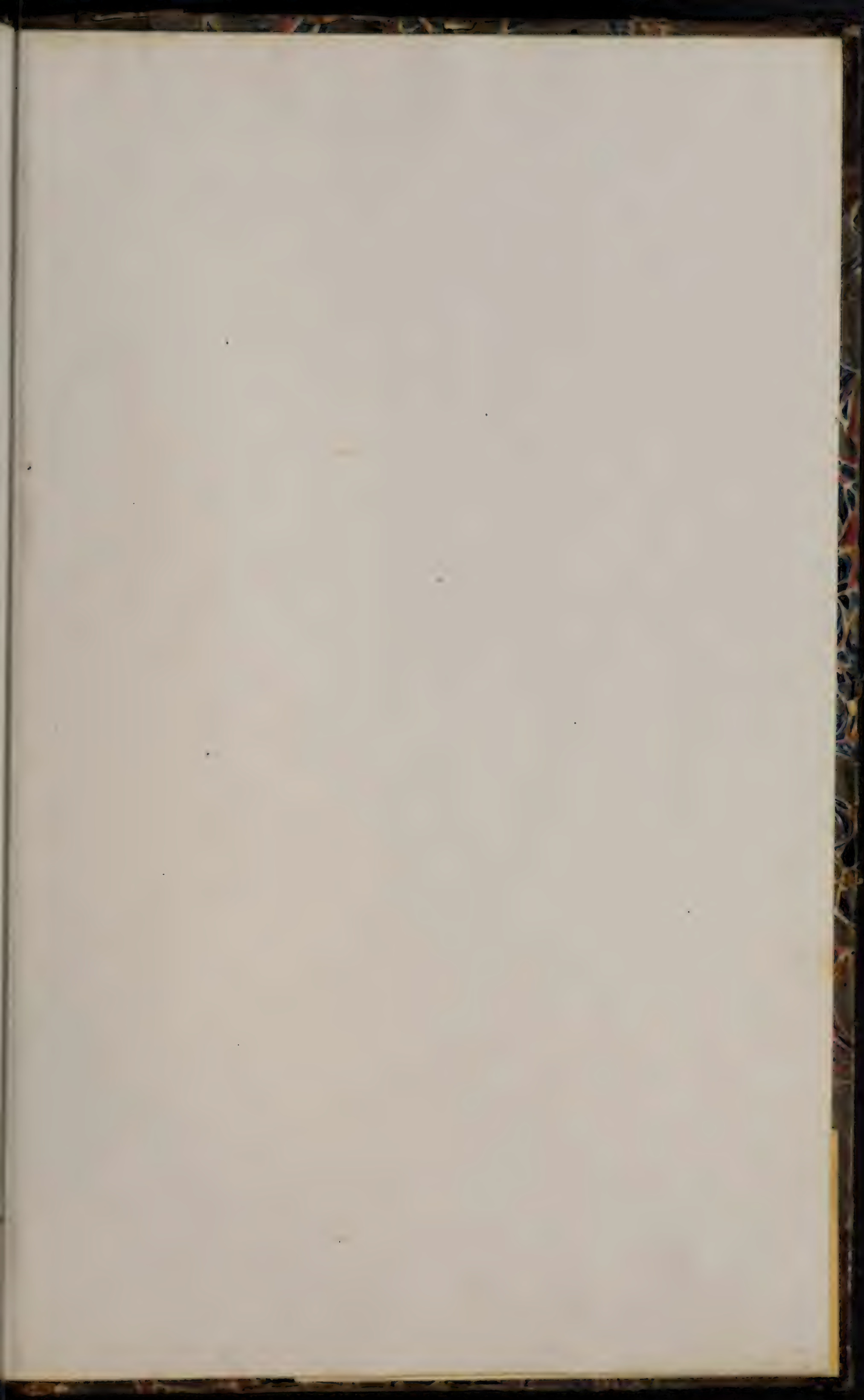
These 24 hours begin a fine breeze from the E. & S. E.
Ship under all possible sail steering S. W. by W. at 5 P.M.
Hundred V.D.R. & watches employed washing ship. The water
continues to come in the cabin and fore hold. At 7 A.M.
the sand. Middle of Monoboo, ship heading in to the pier,
entirely composed of coral, sand a bark in shore of us.
Latitude 16° 35' N. Long 156° 54' W.

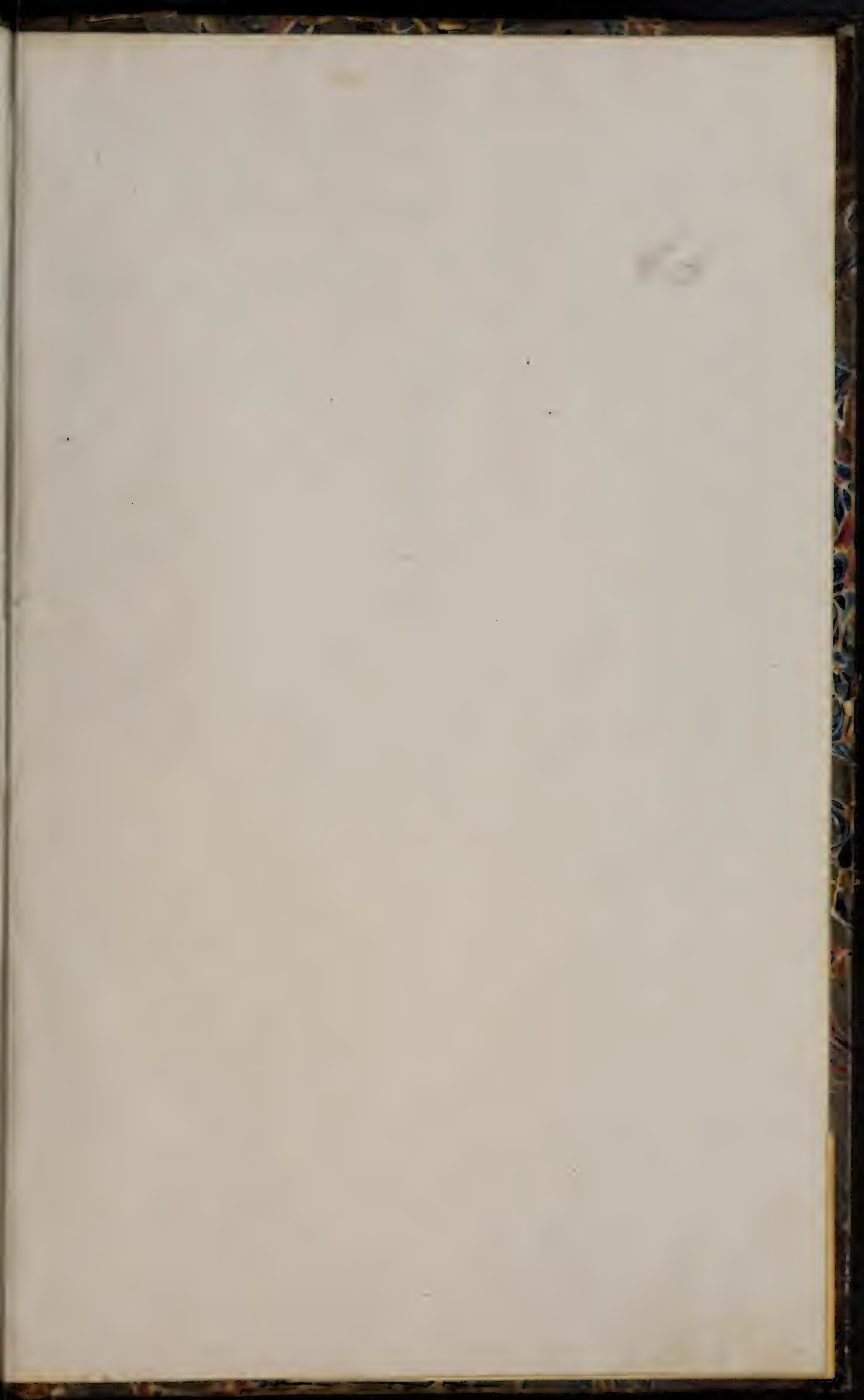
Friday, Nov. 12. 1888.

These 24 hours light breeze from the Eastward ship under
all possible sail steering S. W. by W. & S. W. at 10 A.M. a bark in shore
at 4 P.M. light rain squalls and baffling winds, at 7 P.M. took
up fore & mast studding sail. put 2 reefs in the fore top sail
and 2 reef of Ochoo. 8 miles dist.









| | |
|---------------------|--------------|
| Monday June 22. ... | 15.48 |
| Tuesday " 23. | 15. |
| Wednesday " 24. | 00 |
| | <hr/> 272.48 |
| | 272. |

October 28. Sea.

June 8. 50.

| | | | |
|-----------------|--------|-----|--------|
| Stowed again | Rich. | | 66 lb. |
| " | " | 17. | 20 |
| " | " | 27 | 110. |
| " | " | 27 | 60. |
| " | " | 30 | 65. |
| " | July | 2. | 95. |
| " | " | 27. | 140. |
| " | August | 6. | 45. |
| " | Sept | 17. | 150. |
| " | " | 24. | 65. |
| " | " | 12. | 28. |
| " | Sept. | 16 | 6. |
| " | " | 15. | 8. |
| 53 3 43 | 7 | | 301. |
| 11 short casks. | 9 | | 70. |

1

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$
 $\frac{1}{4} \times \frac{1}{4} = \frac{1}{16}$

